

Volume 57

HERALD 7/6/31

AMERICAN 7/6/31

GLOBE 7/6/31

SPECIAL SESSION TO AID IDLE URGED

Mayor Curley Among 1200 to Sign Memorial to Hoover

[Special Dispatch to The Herald]

WASHINGTON, July 5 — Mayor James M. Curley of Boston is among 1200 mayors, economists, labor leaders and others who have signed a memorial to the President, Congress and the American people urging an immediate special session of Congress to enact a program of relief for unemployment including federal appropriations of at least \$3,000,000,000 for public works, \$250,000,000 for direct relief and \$250,000,000 for subvention of state unemployment systems.

Other Boston signers of the memorial are Paul V. Bacon, the Rev. A. Z. Conrad, Gertrude L. Farmer, Mary H. Burgess, Agnes B. Chapman, Alice M. Cheney, Sarah P. Everts, Morris Katzoff, Alfred Baker Lewis, Walter V. McCarthy, Mrs. Charles R. Peck, Albert A. Stoneman, George E. Roewer, all of Boston.

Also Prof. Colston E. Warne of Amherst, Rabbi Samuel J. Abrams and Mrs. Elizabeth Glendower Evans, both of Brookline; Francis H. Bigelow, the Rev. Raymond Calkins, Carroll W. Doten, Parker B. Field, Marian L. Spencer, Mrs. Helen Tufts Ballie, all of Cambridge.

Edwin L. Smith of Framingham, Edward Cordes and Dr. W. H. Weston, both of Great Barrington; Ralph E. Garner of Haverhill, George R. Worster of New Bedford; Prof. Harold U. Faulkner of Northampton, Rabbi Harry Kaplan of Pittsfield, John Dos Passos of Provincetown, Katharine P. Hewins of Sharon, Nathaniel M. Harvey and Allison Howe, both of Springfield; Profs. Elizabeth Donnan and Vida D. Scudder of Wellesley.

Mayor Invites World Fliers to Boston

Wiley Post and Harold Gatty, record breaking round-the-world fliers, were today invited to visit Boston on July 14 by Mayor Curley.

In his communication to the airmen the mayor stated that on that date an aerial program is to be held over Boston in connection with a charity carnival to be held at Braves Field by the members of Crosscup-Pishon Post, American Legion, and their presence here at that time would do much to make the affair a success.

Curley Seeks Way to Aid Port of Boston

Mayor Curley was in conference today with representatives of Boston shipping interests with a view to determining means of increasing the number of persons sailing from this port to Europe and also to increase the amount of freight shipped from here to points abroad.

Billboards bearing the slogan, "Sail from Boston. Ship your goods from Boston," will be placed on public highways throughout New England, Mayor Curley said, and at future conferences other plans for the advertising of the advantages of this port will be discussed.

CONTRACTS FOR STREET PAVING AND SIDEWALKS

Henry F. Malley was today awarded a contract of \$29,071 for asphalt paving on Clementine park, Gregory and West Glow sts, Dorchester, by Mayor Curley.

Pompeo Silvieri will put in artificial stone sidewalks on Washington-st North, Cambridge, North, Sudbury, Charles and Waterfront sts.

RECORD

7/7/31

Enjoyed Brief Visit



GLOBE 7/7/31

MARY CURLEY HONORED AT ST HELENA'S HOUSE

Miss Mary Curley, daughter of Mayor Curley, was the honor guest yesterday afternoon at a reception in St Helena's House, 89 Union Park st, conducted by the Grey Nuns, for working girls and students.

Guest of Nuns

Sister Superior Coughlin of St. Helena House is shown with Mayor Curley's daughter, Mary, during latter's visit to the institution yesterday. The House, conducted by Grey Nuns, is home for working and student girls.

GLOBE 7/6/31

CURLEY TO SEND ORDER FOR RESTRAINT OF DOGS

Acts on Recommendation of Health Commissioner
Mahoney—10-Day Period Specified

On recommendation of Dr. Francis X. Mahoney, Health Commissioner, Mayor Curley will send to the City Council an order that for 90 days, all dogs in Boston be restrained from running at large. In six months, 1006 cases of dog bite and 11 cases of rabies were reported.

The order to the City Council follows: "Ordered, that for the period of 90 days from the date of the passage of this order, all dogs within the limits of the city of Boston be restrained from running at large, and the members of the police force of the city of Boston are hereby authorized and empowered to make special service upon the owner or keeper of each dog within the limits of the city by delivering to the owner or keeper of such dog a certified copy of this order."

POST 7/6/31

MAY REPLY TO THE FIN. COM.

School Board Likely to
Meet Tonight

The Boston school committee will make a third attempt tonight to stage the special meeting originally called for last Monday night, and which is slated to be the most fiery of the current school year.

It was reported at the home of Superintendent Burke last night that he was virtually recovered from the attack of laryngitis which has confined him to his home for the past 10 days. Provided the weather tonight is favorable, and Dr. Burke is able to put in an appearance, the meeting will be held.

The threat of Mayor Curley that he will not approve the legislative bond issue of \$2,000,000 unless the school committee agrees to slice approximately \$1,000,000 off the school budget this year, is one of the principal issues to be thrashed out tonight.

Another issue expected to be answered tonight is the full report of the Finance Commission on the probe of the Boston public schools.

AMERICAN 7/6/31

CURLEY ORDERS DOGS CONFINED

An order restraining all dogs from running at large for 90 days was approved by Mayor Curley today. The City Council is expected to approve the order next Monday at the request of Dr. Francis X. Mahoney, health commissioner, who stated that during the six months ending June 30, a total of 1006 cases of dog bites and 11 cases of rabies were reported in Boston. Twenty-six of the 355 cities and towns of the state have now in force orders restraining dogs, as a result of the recent conference in the State House.

Dr. Gaylord W. Anderson, director of communicable diseases in the State Department of Public Health, said today many more communities are expected to follow suit within the next few days.

TRAVELER 7/6/31

POST, GATTY INVITED HERE BY THE MAYOR

Mayor Curley has sent an invitation to Wiley Post and Harold Gatty, round-the-world fliers, to visit Boston July 14. That is the occasion of the Cross-cup-Pishon post wrestling soiree and air carnival at Braves field, and Mayor Curley wishes to extend the hospitality of the city to the noted fliers on that occasion.

Welfare Boards Did Good Job

Massachusetts emergency committee on unemployment. The unemployment committee, which terminated its work recently, says that many abuses have existed in public welfare activities.

The fact of the matter is that the public welfare agencies of this commonwealth have done a very good job during the critical months through which we have passed, a far better job than the committee which criticises their work.

Of course there were abuses of the welfare system. These facts have been printed in the newspapers. There are bound to be unworthy cases in every work of benefaction. Chiselers get aid to which they are not entitled. But the abuses were relatively few.

For a committee such as makes this criticism, a committee whose achievements are chiefly statistical, to blacken the records of numerous, usually unpaid welfare boards throughout the state, is at least bad taste.

Welfare boards took quick and sympathetic care of the needy. The courts will take care of the relatively few grafters whose lies deceived the busy welfare boards.

TRAVELER 7/6/31

CURLEY WOULD RESTRAIN DOGS

Approves 90-Day Order in
Campaign to Combat
Rabies

Mayor Curley at the request of Health Commissioner Mahoney today approved an order restraining all dogs in the city for a period of 90 days. The order must be approved by the city council next Monday to become effective.

This is part of a campaign going on throughout the state at the instigation of state health officials to combat the growing number of cases of rabies. Health Commissioner Mahoney reported that during the six months' period ending July 1 there had been 1006 persons bitten by dogs in Boston and that of the animals examined and that there have been...

HERALD 7/6/31

AMERICAN 7/6/31

GLOBE 7/6/31

SPECIAL SESSION TO AID IDLE URGED

Mayor Curley Among 1200 to Sign Memorial to Hoover

[Special Dispatch to The Herald]

WASHINGTON, July 5 — Mayor James M. Curley of Boston is among 1200 mayors, economists, labor leaders and others who have signed a memorial to the President, Congress and the American people urging an immediate special session of Congress to enact a program of relief for unemployment including federal appropriations of at least \$3,000,000,000 for public works, \$250,000,000 for direct relief and \$250,000,000 for subvention of state unemployment systems.

Other Boston signers of the memorial are Paul V. Bacon, the Rev. A. Z. Conrad, Gertrude L. Farmer, Mary H. Burgess, Agnes B. Chapman, Alice M. Cheney, Sarah P. Everts, Morris Katzoff, Alfred Baker Lewis, Walter V. McCarthy, Mrs. Charles R. Peck, Albert A. Stoneman, George E. Roewer, all of Boston.

Also Prof. Colston E. Warne of Amherst, Rabbi Samuel J. Abrams and Mrs. Elizabeth Glendower Evans, both of Brookline; Francis H. Bigelow, the Rev. Raymond Calkins, Carroll W. Dotten, Parker B. Field, Marian L. Spencer, Mrs. Helen Tufts Balle, all of Cambridge.

Edwin L. Smith of Framingham, Edward Cordes and Dr. W. H. Weston, both of Great Barrington; Ralph E. Garner of Haverhill, George R. Worster of New Bedford; Prof. Harold U. Faulkner of Northampton, Rabbi Harry Kaplan of Pittsfield, John Dos Passos of Provincetown, Katharine F. Hewins of Sharon, Nathaniel M. Harvey and Allison Howe, both of Springfield; Profs. Elizabeth Donnan and Vida D. Scudder of Wellesley.

Mayor Invites World Fliers to Boston

Wiley Post and Harold Gatty, record breaking round-the-world fliers, were today invited to visit Boston on July 14 by Mayor Curley.

In his communication to the airmen the mayor stated that on that date an aerial program is to be held over Boston in connection with a charity carnival to be held at Braves Field by the members of Crosscup-Pishon Post, American Legion, and their presence here at that time would do much to make the affair a success.

Curley Seeks Way to Aid Port of Boston

Mayor Curley was in conference today with representatives of Boston shipping interests with a view to determining means of increasing the number of persons sailing from this port to Europe and also to increase the amount of freight shipped from here to points abroad.

Billboards bearing the slogan, "Sail from Boston. Ship your goods from Boston," will be placed on public highways throughout New England, Mayor Curley said, and at future conferences other plans for the advertising of the advantages of this port will be discussed.

CONTRACTS FOR STREET PAVING AND SIDEWALKS

Henry F. Malley was today awarded a contract of \$29,071 for asphalt paving on Clementine park, Gregory and West Glow sts, Dorchester, by Mayor Curley.

Pompeo Silvieri will put in artificial stone sidewalks on Washington-st North, Cambridge, North, Sudbury, Charles and Waterfront sts.

RECORD

7/7/31

Enjoyed Brief Visit



GLOBE 7/7/31

MARY CURLEY HONORED AT ST HELENA'S HOUSE

Miss Mary Curley, daughter of Mayor Curley, was the honor guest yesterday afternoon at a reception in St Helena's House, 89 Union Park st, conducted by the Grey Nuns, for working girls and students.

Guest of Nurs

Sister Superior Coughlin of St. Helena House is shown with Mayor Curley's daughter, Mary, during latter's visit to the institution yesterday. The House, conducted by Grey Nuns, is home for working and student girls.

Globe 7/6/31

CURLEY TO SEND ORDER FOR RESTRAINT OF DOGS

Acts on Recommendation of Health Commissioner Mahoney—10-Day Period Specified

On recommendation of Dr Francis X. Mahoney, Health Commissioner, Mayor Curley will send to the City Council an order that for 90 days, all dogs in Boston be restrained from running at large. In six months, 1006 cases of dog bite and 11 cases of rabies were reported.

The order to the City Council follows: "Ordered, that for the period of 90 days from the date of the passage of this order, all dogs within the limits of the city of Boston be restrained from running at large, and the members of the police force of the city of Boston are hereby authorized and empowered to make special service upon the owner or keeper of each dog within the limits of the city by delivering to the owner or keeper of such dog a certified copy of this order."

Post 7/6/31
**MAY REPLY TO
THE FIN. COM.**

School Board Likely to Meet Tonight

The Boston school committee will make a third attempt tonight to stage the special meeting originally called for last Monday night, and which is slated to be the most fiery of the current school year.

It was reported at the home of Superintendent Burke last night that he was virtually recovered from the attack of laryngitis which has confined him to his home for the past 10 days. Provided the weather tonight is favorable, and Dr. Burke is able to put in an appearance, the meeting will be held.

The threat of Mayor Curley that he will not approve the legislative bond issue of \$2,000,000 unless the school committee agrees to slice approximately \$1,000,000 off the school budget this year, is one of the principal issues to be thrashed out tonight.

Another issue expected to be answered tonight is the full report of the Finance Commission on the probe of the Boston public schools.

TRAVELER 7/6/31

POST, GATTY INVITED HERE BY THE MAYOR

Mayor Curley has sent an invitation to Wiley Post and Harold Gatty, round-the-world fliers, to visit Boston July 14. That is the occasion of the Cross-cup-Pishon post wrestling soiree and air carnival at Braves field, and Mayor Curley wishes to extend the hospitality of the city to the noted fliers on that occasion.

Welfare Boards Did Good Job

PUBLIC welfare agencies are criticised in a report of the Massachusetts emergency committee on unemployment. The unemployment committee, which terminated its work recently, says that many abuses have existed in public welfare activities.

The fact of the matter is that the public welfare agencies of this commonwealth have done a very good job during the critical months through which we have passed, a far better job than the committee which criticises their work.

Of course there were abuses of the welfare system. These facts have been printed in the newspapers. There are bound to be unworthy cases in every work of benefaction. Chiselers get aid to which they are not entitled. But the abuses were relatively few.

For a committee such as makes this criticism, a committee whose achievements are chiefly statistical, to blacken the records of numerous, usually unpaid welfare boards throughout the state, is at least bad taste.

Welfare boards took quick and sympathetic care of the needy. The courts will take care of the relatively few grafters whose lies deceived the busy welfare boards.

American 7/6/31 TRAVELER 7/6/31

CURLEY ORDERS DOGS CONFINED

An order restraining all dogs from running at large for 90 days was approved by Mayor Curley today. The City Council is expected to approve the order next Monday.

Mayor Curley gave his approval at the request of Dr. Francis X. Mahoney, health commissioner, who stated that during the six months ending June 30, a total of 1006 cases of dog bites and 11 cases of rabies were reported in Boston.

Twenty-six of the 355 cities and towns of the state have now in force orders restraining dogs, as a result of the recent conference in the State House.

Dr. Gaylord W. Anderson, director of communicable diseases in the State Department of Public Health, said today many more communities are expected to follow suit within the next few days.

CURLEY WOULD RESTRAIN DOGS

Approves 90-Day Order in Campaign to Combat Rabies

Mayor Curley at the request of Health Commissioner Mahoney today approved an order restraining all dogs in the city for a period of 90 days. The order must be approved by the city council next Monday to become effective.

This is part of a campaign going on throughout the state at the instigation of state health officials to combat the growing number of cases of rabies. Health Commissioner Mahoney reported that during the six months period ending July 1 there had been 1006 persons bitten by dogs in Boston and that 11 of the animals examined had rabies. There have been 29 persons who have taken the anti-rabic treatment at the advice of physicians.

Is New England Going to Lose Its Air Lines?

Present Indications Are They Will Go the Way of Railroads and Steamship Lines

Since New England business men have awakened to the fact that the Pennsylvania railroad has virtual control of two of New England's three major railroads and that the New York Central has the third, there has been much discussion as to what should (if anything could) be done about it. Governors of the several States were called upon to investigate the matter. The New England Council called conferences and the Chambers of Commerce all over New England met and debated. In sum, it developed that this outside control was not unanimously considered the best thing for New England.

Meanwhile the shipping interests were off on a battle of their own. Investigations resulted in reports that Boston had a better harbor than New York and that hours and even days could be saved by trans-Atlantic operations from this port. Again, it was debatable whether outside control was making the most for New England of her advantages.

This article is not concerned with the merits or demerits of outside control of New England business. It would be presuming to pass judgment on a question which worthy experts do not all agree upon. But it is desired to call attention to those who believe in New England control of New England business that unless they act quickly they will find New England's air transport business in exactly the same situation her rail and shipping industries are.

Mayor Curley's Stand

Mayor Curley, in spite of the Governor's Island dream, has seen clearly the need of making the most of our opportunity in aviation and he has moved heaven, figuratively, and earth, literally, to give Boston one of the finest airports in the world. But the the finest airport in the world will not help New England if outsiders run the air lines. Mayor Curley has overlooked the fact that an excellent harbor has not kept Boston the center of shipping lines. It will take more than an airport.

At present, New England has one major air line, the Boston and New York run of the Colonial division of American Airways. American Airways operates three other important divisions in the United States and as it is controlled by the Aviation Corporation of Delaware, composed of New York bankers it is not a New England organization, nor are its principal interests in New England.

Within the week, American Airways has obtained two new mail contract extensions in New England. One is an extension west from Boston by way of Springfield to Albany, where it connects with a mail contract line American Airways already operates from Albany to Cleveland. The second is an extension from Boston to Portland and Bangor.

Put One Over

These extensions have been granted just as the Boston & Maine and Maine Central Railroads have been debating whether they would operate air lines over the same territory. It appears that American Airways has put one over on the railroads since the concern with an air mail contract has a great advantage over the operator without one. This is not the first time American Airways has forestalled competition. Last year, when the New England & Western Air Transportation Company, operating a passenger line between Boston, Springfield and Albany, made an effort to get the Boston & Albany mail contract it was discovered that American Airways had obtained prior rights on it.

In the present state of aviation, an air mail contract is a generally determining factor in the success of a line. There are exceptions, but to do it these few exceptions have had to sacrifice metal planes and radio; have smaller horsepower motors; have only one pilot, and even then carry a smaller number of passengers and express freight. The mail contract is virtually a subsidy for air lines until aviation advances beyond its present stage.

Under the terms of its contract, American Airways will have to start operation of these runs within the next few months. These new lines will be both mail and passenger, and it is expected that the present Albany-Cleveland mail run will be connected up with the Boston and Albany run to give passenger and mail service from Boston to Cleveland, where connections on the United Lines reach Chicago and points on the west coast. The Portland-Bangor run is expected to be an extension of the present New York service.

What This Will Mean

A study of the map accompanying this article will show just what these new extensions will mean. The air lines of the future will closely follow the railroads just as the railroads followed for the most part the main roads and centers of population. Aviation is dependent upon the terrain just as are the railroads and it is equally dependent on connecting existing centers of population from which to draw its traffic.

There are four main gateways to New England. The first is New York city, gateway to all our traffic in the South and Southwest. The second is Albany, gateway to our traffic West and all the vast interior of the country. The third is Montreal, gateway to the vast interior of North and Northwest Canada. The fourth is Saint John, N. B., gateway east to the provinces, and if the transatlantic air mail route by way of Labrador, Greenland and Iceland proves itself, the gateway to London, Paris and other points in Europe.

These are our trade routes and our future air lines must take us swiftly to and from them. There are many potential feeder lines along these routes with which we have no concern at present save one along the Connecticut Valley from New York to Montreal and touching Bridgeport, Keene, N. H., White River Junction en route. This has possibilities as our fifth major air line.

What American Airways Has

Consider now what American Airways now controls with its present air mail contracts:

- 1.—Southern gateway—Boston and New York by way of Hartford.
- 2.—Western gateway—Boston and Albany by way of Springfield.
- 3.—Eastern gateway—Boston as far as Bangor by way of Portland. (This is about half way to Saint John, N. B.)

This leaves only the northern gateway—Boston and Montreal by way of Concord, N. H., but American Airways already holds the mail contract to Montreal from New York by way of Albany. It would not be a difficult matter to route this service up the Connecticut Valley from New York along the line mentioned as the possible fifth major route. And a connection from White River Junction to Boston would not be difficult.

These air mail contracts give American Airways virtual air supremacy in New England, and New England might as well face the fact that outsiders are about to control its air lines. However, if outsiders are to control them, then American Airways as it is managed at present makes an excellent operator. It operates trimotored metal planes with two pilots two-way radio and its personnel is highly competent; it takes excellent care of its equipment and it gives good service at a reasonable price.

American Airways has no competition at present and the proposals of the Boston & Maine and the New Haven are of no particular assistance in gaining New England control, since the Pennsylvania Railroad holds the whip hand. The Penn. road has its own air line interests with a transcontinental run and its option on the New York, Philadelphia and Washington air line stock.

Other Air Lines

However, the activities of American Airways have aroused the interest of outside air lines. Ever since the Southern route by way of Bermuda and Azores fell through, Pan-American Airways has been considering the route by way of Labrador and Greenland. Panair wants to operate the proposed Boston & Maine line to gain a foothold in this territory. Eastern Air Transport with air mail contracts from New York to Miami would also like to control the entire seaboard. If New England does not fight for control, outsiders will.

The interest in the Far Northern route is greater than many persons imagine, as the air lines can put part of it into operation immediately by making connections at Halifax for mail and passengers from transatlantic steamers and saving hours and even days of travel. There is little question about either the immediate or future possibilities of this eastern gateway to the Province.

So those who would operate successful air lines in New England must talk business with American Airways. As mentioned before, this article is not to judge on the merits or demerits of outside control. Neither is it intended in any way as a criticism of American Airways. American Airways has been awake to the opportunities and made the most of them. But it is intended to place the fact squarely before New England that outsiders have the keys to air lines and to ask New England what it is going to do about it!

FRANKLIN JORDAN

POST 7/6/31

GLOBE 7/6/31

Political Pick-Ups

BY ROBERT L. NORTON

Along the Rialto we hear:

That Congressman Frederick W. Dallinger is giving some consideration to running as a candidate for the Republican nomination for Lieutenant-Governor. This would leave a clear field for renomination to Congressman "Bob" Luce and eliminate a contest between two of the ablest members of the delegation from Massachusetts. Dallinger would have strong support from the dry organizations if he were a candidate.

MAYOR'S PLEA

That Mayor Curley heads the Massachusetts signers of a petition addressed to President Hoover asking for immediate session of Congress and a programme which includes the appropriations of \$3,000,000 for public works, \$250,000,000 to match amounts already spent by the States for relief of the unemployed and \$250,000,000 more for subvention of State unemployment insurance systems.

Other signers of the petition were Paul V. Bacon, the Rev. A. Z. Conrad, Gertrude L. Farmer, executive director department of social work, Boston City Hospital; Mary H. Burgess, superintendent of House of Mercy, Agnes B. Chapman, M. S. P. C. C.; Alice M. Cheney, director social service, Peter Bent Brigham Hospital; Sarah P. Everts, Morris Katzeff, Alfred Baker Lewis, Walter V. McCarthy, secretary, Overseers of Public Welfare; Mrs. Charles R. Peck, manager, Church Home Society; Albert M. Stoneman, South End House, and George E. Rower. What does "Hizzoner" care for a million or two?

Not a Chance

That President Hoover has not the remotest idea of calling an extra session of Congress before Dec. 1, unless there is not sufficient time to approve the agreement on a moratorium with Germany. The debt payments are due Dec. 15.

That Senator Marcus Coolidge says, "Dave will do all the talking for Massachusetts in the United States Senate."

"This will not impose an undue strain upon the senior Senator since he is recognized as one of the best orators in that body and what he has to say always gets attention from the other members."

That Chairman Frank Donahue of the Democratic State committee rather leans to Owen D. Young as the choice of the party for the nomination for President on the theory that with the economic situation looming up as the chief issue in the campaign, nobody is better qualified to adjust the relations between the federal government and big business; also, that Young has the confidence of organized labor to an extent not enjoyed by any other possibility.

That Governor Ely shoots around 100 and does not take his golf seriously except as a means of exercise and relaxation.

Sore at Moses

That the fellows who run the race track at Rockingham are sore on Senator George Moses, claiming they had his assurance that nothing would happen from the State authorities to disturb the mutuels and that an effort will be made in the New Hampshire Legislature to legalize this method of betting, following the example of Florida.

That Lieutenant-Governor "Billy" Youngman shakes hands with at least 100 people a day and knows more employees of gasoline filling stations than anyone else in the State, making it a practice never to buy more than five gallons at a time and always at a different station.

That ex-Mayor Nichols is campaigning for re-election, making speeches nearly night and that he has bought a home for residence on Commonwealth avenue.

That Congressman George Holden Tinkham is not worrying about the libel suit of Bishop Cannon since it cannot possibly be tried in the courts for two years.

That Mayor Michael C. O'Neill of Everett will be a candidate for the Democratic nomination for Lieutenant-Governor. O'Neill is one of the ablest and most forceful stump speakers that the party has developed since Senator Walsh came on the horizon.

That if Boston is to be in the picture as a bidder for the Democratic national convention it will be necessary to raise at least \$200,000. If there were a choice as between the two conventions, it would be better all around to concentrate on the Democrats rather than on the Republicans.

That Charles B. Strecker, former U. S. Treasurer under President Wilson, is being favorably considered by Governor Ely for appointment as bank commissioner.

That one of the leading clubs of the city has lost 250 members this year, due to the members being cleaned out in the market, and that it is not true that the Somerset Club is to establish a cafeteria.

That Dr. Francis D. Donoghue is to sail for Europe within two weeks to represent the United States at the international conference on occupational diseases to be held in Vienna.

That Charles H. Innes has abandoned travel by train and always flies to New York and Washington.

That one of these days if Mayor Curley has his way Joseph A. Conry will be appointed police commissioner to succeed Mr. Hultman.

GAVEL FOR HEAD OF TYPOGRAPHICAL UNION

Presentation by Local 13 at Convention Sept 14

A block of wood, obtained from the Old North Church, has been made by union mechanics into a gavel, which will be presented by Pres Leo F. Greene of Boston Typographical Union 13 to Charles P. Howard, president of the International Typographical Union, with which to conduct the meetings of the annual convention, which convenes at the Hotel Bradford Monday, Sept 14.

This convention will be the fifth in Boston in the 83 years this union has been organized.

At the meeting of the sub-committee on entertainment of the general convention committee at headquarters in the Journal Building yesterday it was reported that plans have been indorsed for the committee to start functioning on Saturday night, Sept 12, when early visitors will be guests of the local organization at an old-fashioned Boston baked bean supper at the Bradford, followed by a social gathering to give everybody a chance to get acquainted.

Sunday, Sept 13, the visitors will be taken on a harbor trip, with dinner and sports at Pemberton, where it is expected that nearly 2500 will gather. This outing will be the big social event of the convention, which will remain in session one week. Business will occupy the remainder of the time.

Invitations have been extended to Gov Ely, Mayor Curley, Public Printer George H. Carter of Washington, the newspaper publishers of Boston and other leaders in public affairs and labor circles to address the delegates at the opening of the convention.

The convention will be formally opened by Pres Greene of the Boston union, who will introduce the visiting speakers and present Pres Howard with the gavel.

One of the entertainment features to be furnished by Local 13 is the "Typo" Glee Club, headed by Charles Acorn, which is working hard to be ready to greet visitors from each State in the Union and from Canada with favorite songs of their States.

Post 7/6/31

Globe 7/6/31

Political Pick-Ups

BY ROBERT L. NORTON

Along the Rialto we hear:
That Congressman Frederick W. Dallinger is giving some consideration to running as a candidate for the Republican nomination for Lieutenant-Governor. This would leave a clear field for renomination to Congressman "Bob" Luce and eliminate a contest between two of the ablest members of the delegation from Massachusetts. Dallinger would have strong support from the dry organizations if he were a candidate.

MAYOR'S PLEA

That Mayor Curley heads the Massachusetts signers of a petition addressed to President Hoover asking for immediate session of Congress and a programme which includes the appropriations of \$3,000,000 for public works, \$250,000,000 to match amounts already spent by the States for relief of the unemployed and \$250,000,000 more for subvention of State unemployment insurance systems.

Other signers of the petition were Paul V. Bacon, the Rev. A. Z. Conrad, Gertrude L. Farmer, executive director department of social work, Boston City Hospital; Mary H. Burgess, superintendent of House of Mercy, Agnes B. Chapman, M. S. P. C. C.; Alice M. Cheney, director social service, Peter Bent Brigham Hospital; Sarah P. Everts, Morris Katzeff, Alfred Baker Lewis, Walter V. McCarthy, secretary, Overseers of Public Welfare; Mrs. Charles R. Peck, manager, Church Home Society; Albert M. Stoneman, South End House, and George E. Rower. What does "Hizzoner" care for a million or two?

Not a Chance

That President Hoover has not the remotest idea of calling an extra session of Congress before Dec. 1, unless there is not sufficient time to approve the agreement on a moratorium with Germany. The debt payments are due Dec. 15.

That Senator Marcus Coolidge says, "Dave will do all the talking for Massachusetts in the United States Senate."

"This will not impose an undue strain upon the senior Senator since he is recognized as one of the best orators in that body and what he has to say always gets attention from the other members."

That Chairman Frank Donahue of the Democratic State committee rather leans to Owen D. Young as the choice of the party for the nomination for President on the theory that with the economic situation looming up as the chief issue in the campaign, nobody is better qualified to adjust the relations between the federal government and big business; also, that Young has the confidence of organized labor to an extent not enjoyed by any other possibility.

That Governor Ely shoots around 100 and does not take his golf seriously except as a means of exercise and relaxation.

Sore at Moses

That the fellows who run the race track at Rockingham are sore on Senator George Moses, claiming they had his assurance that nothing would happen from the State authorities to disturb the mutuels and that an effort will be made in the New Hampshire Legislature to legalize this method of betting, following the example of Florida.

That Lieutenant-Governor "Billy" Youngman shakes hands with at least 100 people a day and knows more employees of gasoline filling stations than anyone else in the State, making it a practice never to buy more than five gallons at a time and always at a different station.

That ex-Mayor Nichols is campaigning for re-election, making speeches nearly night and that he has bought a home for residence on Commonwealth avenue.

That Congressman George Holden Tinkham is not worrying about the libel suit of Bishop Cannon since it cannot possibly be tried in the courts for two years.

That Mayor Michael C. O'Neill of Everett will be a candidate for the Democratic nomination for Lieutenant-Governor. O'Neill is one of the ablest and most forceful stump speakers that the party has developed since Senator Walsh came on the horizon.

That if Boston is to be in the picture as a bidder for the Democratic national convention it will be necessary to raise at least \$200,000. If there were a choice as between the two conventions, it would be better all around to concentrate on the Democrats rather than on the Republicans.

That Charles B. Strecker, former U. S. Treasurer under President Wilson, is being favorably considered by Governor Ely for appointment as bank commissioner.

That one of the leading clubs of the city has lost 250 members this year, due to the members being cleaned out in the market, and that it is not true that the Somerset Club is to establish a cafeteria.

That Dr. Francis D. Donoghue is to sail for Europe within two weeks to represent the United States at the international conference on occupational diseases to be held in Vienna.

That Charles H. Innes has abandoned travel by train and always flies to New York and Washington.

That one of these days if Mayor Curley has his way Joseph A. Conry will be appointed police commissioner to succeed Mr. Hultman.

GAVEL FOR HEAD OF TYPOGRAPHICAL UNION

Presentation by Local 13
at Convention Sept 14

A block of wood, obtained from the Old North Church, has been made by union mechanics into a gavel, which will be presented by Pres Leo F. Greene of Boston Typographical Union 13 to Charles P. Howard, president of the International Typographical Union, with which to conduct the meetings of the annual convention, which convenes at the Hotel Bradford Monday, Sept 14.

This convention will be the fifth in Boston in the 83 years this union has been organized.

At the meeting of the sub-committee on entertainment of the general convention committee at headquarters in the Journal Building yesterday it was reported that plans have been indorsed for the committee to start functioning on Saturday night, Sept 12, when early visitors will be guests of the local organization at an old-fashioned Boston baked bean supper at the Bradford, followed by a social gathering to give everybody a chance to get acquainted.

Sunday, Sept 13, the visitors will be taken on a harbor trip, with dinner and sports at Pemberton, where it is expected that nearly 2500 will gather. This outing will be the big social event of the convention, which will remain in session one week. Business will occupy the remainder of the time.

Invitations have been extended to Gov Ely, Mayor Curley, Public Printer George H. Carter of Washington, the newspaper publishers of Boston and other leaders in public affairs and labor circles to address the delegates at the opening of the convention.

The convention will be formally opened by Pres Greene of the Boston union, who will introduce the visiting speakers and present Pres Howard with the gavel.

One of the entertainment features to be furnished by Local 13 is the "Typo" Glee Club, headed by Charles Acorn, which is working hard to be ready to greet visitors from each State in the Union and from Canada with favorite songs of their States.

Is New England Going to Lose Its Air Lines?

Present Indications Are They Will Go the Way of Railroads and Steamship Lines

Since New England business men have awakened to the fact that the Pennsylvania railroad has virtual control of two of New England's three major railroads and that the New York Central has the third, there has been much discussion as to what should (if anything could) be done about it. Governors of the several States were called upon to investigate the matter. The New England Council called conferences and the Chambers of Commerce all over New England met and debated. In sum, it developed that this outside control was not unanimously considered the best thing for New England.

Meanwhile the shipping interests were off on a battle of their own. Investigations resulted in reports that Boston had a better harbor than New York and that hours and even days could be saved by trans-Atlantic operations from this port. Again, it was debatable whether outside control was making the most for New England of her advantages.

This article is not concerned with the merits or demerits of outside control of New England business. It would be presuming to pass judgment on a question which worthy experts do not all agree upon. But it is desired to call attention to those who believe in New England control of New England business that unless they act quickly they will find New England's air transport business in exactly the same situation her rail and shipping industries are.

Mayor Curley's Stand

Mayor Curley, in spite of the Governor's Island dream, has seen clearly the need of making the most of our opportunity in aviation and he has moved heaven, figuratively, and earth, literally, to give Boston one of the finest airports in the world. But the the finest airport in the world will not help New England if outsiders run the air lines. Mayor Curley has overlooked the fact that an excellent harbor has not kept Boston the center of shipping lines. It will take more than an airport.

At present, New England has one major air line, the Boston and New York run of the Colonial division of American Airways. American Airways operates three other important divisions in the United States and as it is controlled by the Aviation Corporation of Delaware, composed of New York bankers it is not a New England organization, nor are its principal interests in New England.

Within the week, American Airways has obtained two new mail contract extensions in New England. One is an extension west from Boston by way of Springfield to Albany, where it connects with a mail contract line American Airways already operates from Albany to Cleveland. The second is an extension from Boston to Portland and Bangor.

Put One Over

These extensions have been granted just as the Boston & Maine and Maine Central Railroads have been debating whether they would operate air lines over the same territory. It appears that American Airways has put one over on the railroads since the concern with an air mail contract has a great advantage over the operator without one. This is not the first time American Airways has forestalled competition. Last year, when the New England & Western Air Transportation Company, operating a passenger line between Boston, Springfield and Albany, made an effort to get the Boston & Albany mail contract it was discovered that American Airways had obtained prior rights on it.

In the present state of aviation, an air mail contract is a generally determining factor in the success of a line. There are exceptions, but to do it these few exceptions have had to sacrifice metal planes and radio; have smaller horsepower motors; have only one pilot, and even then carry a smaller number of passengers and express freight. The mail contract is virtually a subsidy for air lines until aviation advances beyond its present stage.

Under the terms of its contract, American Airways will have to start operation of these runs within the next few months. These new lines will be both mail and passenger, and it is expected that the present Albany-Cleveland mail run will be connected up with the Boston and Albany run to give passenger and mail service from Boston to Cleveland, where connections on the United Lines reach Chicago and points on the west coast. The Portland-Bangor run is expected to be an extension of the present New York service.

What This Will Mean

A study of the map accompanying this article will show just what these new extensions will mean. The air lines of the future will closely follow the railroads just as the railroads followed for the most part the main roads and centers of population. Aviation is dependent upon the terrain just as are the railroads and it is equally dependent on connecting existing centers of population from which to draw its traffic.

There are four main gateways to New England. The first is New York city, gateway to all our traffic in the South and Southwest. The second is Albany, gateway to our traffic West and all the vast interior of the country. The third is Montreal, gateway to the vast interior of North and Northwest Canada. The fourth is Saint John, N. B., gateway east to the provinces, and if the transatlantic air mail route by way of Labrador, Greenland and Iceland proves itself, the gateway to London, Paris and other points in Europe.

These are our trade routes and our future air lines must take us swiftly to and from them. There are many potential feeder lines along these routes with which we have no concern at present save one along the Connecticut Valley from New York to Montreal and touching Bridgeport, Keene, N. H., White River Junction en route. This has possibilities as our fifth major air line.

What American Airways Has

Consider now what American Airways now controls with its present air mail contracts:

- 1.—Southern gateway—Boston and New York by way of Hartford.
- 2.—Western gateway—Boston and Albany by way of Springfield.
- 3.—Eastern gateway—Boston as far as Bangor by way of Portland. (This is about half way to Saint John, N. B.)

This leaves only the northern gateway—Boston and Montreal by way of Concord, N. H., but American Airways already holds the mail contract to Montreal from New York by way of Albany. It would not be a difficult matter to route this service up the Connecticut Valley from New York along the line mentioned as the possible fifth major route. And a connection from White River Junction to Boston would not be difficult.

These air mail contracts give American Airways virtual air supremacy in New England, and New England might well face the fact that outsiders are about to control its air lines. However, if outsiders are to control them, then American Airways as it is managed at present makes an excellent operator. It operates trimotored metal planes with two pilots two-way radio and its personnel is highly competent; it takes excellent care of its equipment and it gives good service at a reasonable price.

American Airways has no competition at present and the proposals of the Boston & Maine and the New Haven are of no particular assistance in gaining New England control, since the Pennsylvania Railroad holds the whip hand. The Penn. road has its own air line interests with a transcontinental run and its option on the New York, Philadelphia and Washington air line stock.

Other Air Lines

However, the activities of American Airways have aroused the interest of outside air lines. Ever since the Southern route by way of Bermuda and Azores fell through, Pan-American Airways has been considering the route by way of Labrador and Greenland. Panair wants to operate the proposed Boston & Maine line to gain a foothold in this territory. Eastern Air Transport with air mail contracts from New York to Miami would also like to control the entire seaboard. If New England does not fight for control, outsiders will.

The interest in the Far Northern route is greater than many persons imagine, as the air lines can put part of it into operation immediately by making connections at Halifax for mail and passengers from transatlantic steamers and saving hours and even days of travel. There is little question about either the immediate or future possibilities of this eastern gateway to the Provinces.

So those who would operate successful air lines in New England must talk business with American Airways. As mentioned before, this article is not to judge on the merits or demerits of outside control. Neither is it intended in any way as a criticism of American Airways. American Airways has been awake to the opportunities and made the most of them. But it is intended to place the fact squarely before New England that outsiders have the keys to air lines and to ask New England what it is going to do about it!

FRANKLIN JORDAN

City Billboards to Boom the Port

Mayor Curley Thinks Fight for Sailings of Great Liners Is Won

Mayor Curley announced today that, following another conference on business for the port of Boston, as the result of which he is more convinced than ever that all of the large steamship lines will make Boston a regular port of call, he will start an advertising campaign immediately, using the twenty or more large billboards erected throughout the State for the Centenary celebration, to boom the port.

"Sail from Boston and Ship Your Goods from Boston" is the slogan which the billboards will carry, and, in addition, there will be a list of sailings, to be changed as necessary. The Boston schedule for the White Star, Hamburg-American, Cunard, and the North German Lloyd was published in the Transcript on June 20. The first sailing was on June 21 and the last one announced will be on Dec. 12.

These steamers, almost without exception, sail from New York and touch the next day at Boston where they can be reached at a substantial saving of time by people in parts of New England and in the Middle West. For the return trip the Cunard line offers sixteen opportunities during the year, the White Star Company twelve, the Hamburg-American four and the North German Lloyd three; the steamers touching at Boston as their first American port, some twenty-four hours before docking at New York.

"I am confident that we are going to win this great battle of making the port of Boston a busy port," the mayor said today. "We must put in a great deal of work, for we want not only passengers for these ships but all the business possible. It now looks as if practically all of the big lines will favor Boston. We must not go to sleep. To educate the public we must spend money. To the end that Boston may become a port comparable to that of the old days, all interests should combine."

Would Restrict Dogs 90 Days

Acting on the suggestion of Health Commissioner Francis X. Mahoney, Mayor Curley today transmitted to the City Council, for action next week, an order requiring that all dogs be kept on leash for ninety days. Dr. Mahoney had reported that for the six months ending June 30, there had been 1006 cases of dog bites reported in Boston, and eleven cases of rabies. Of the persons attacked, twenty-nine took the anti-toxine treatment.

The health department reported that every city and town in the State is expected to take the advice of Dr. George H. Bigelow, State health commissioner, and keep dogs from running at large.

In the first six months of the year five persons died in the State and 305 rabid dogs were killed.

No Favoritism Over Back Bay Trucking Rule

Alexander Whiteside Declares Issue Vital on Real Estate Values

In a communication to the Boston Traffic Commission, Alexander Whiteside, counsel for the Beacon Street Association, disagrees with Mayor Curley in the statement that favoritism apparently has led to the exclusion of heavy trucking from certain residential streets. Mr. Whiteside marshalled the Beacon street residents against the trucking several years ago and believes the resulting order was justified on the ground of startling decreases in real estate values.

At that time Mr. Whiteside advocated the principle that no heavy trucking should be allowed on any purely residential street if some other route for trucks could be used without serious inconvenience. He believes that principle absolutely sound today as the traffic board begins consideration of the mayor's views as to truck exempted streets. Mr. Whiteside writes as follows:

"I was interested in statements made in the press by Mayor Curley in regard to the parking situation in Boston in which incidentally he referred to the streets from which heavy trucking had been excluded.

"I represent the Beacon Street Association and some years ago suggested the advisability of having heavy trucks excluded from Beacon street west of Arlington street, and from certain residential streets similarly situated. After prolonged hearings which took place partly during Mayor Curley's second administration and partly during Mayor Nichols's administration the street commissioners entered an order excluding heavy trucking from these streets. Later on the street commissioners entered similar orders in regard to a number of other residential streets now stated by Mayor Curley to aggregate twenty-seven in all. The reasons for excluding heavy trucking from these streets were sound and imperative. It was conclusively proved in regard, for instance, to Beacon street, about which I can speak with full knowledge, that owing to the heavy trucking market values of property had decreased in a startling way. There was no question about the decrease in values. That the decrease was due to the heavy trucking was proved by the fact that values of similar properties on Marlborough street and Commonwealth avenue where there was no or less heavy trucking, had not decreased in anything like the same proportion. Furthermore, it was conclusively proved that owing to the heavy trucking pilings and foundations under the buildings on Beacon street were being shaken and impaired and damage was being done to the buildings.

"Property Was Being Ruined"

"The street commissioners were therefore confronted with the situation that property was being ruined by the heavy trucking, which must inevitably result in

loss to the city, and that assessments could not be kept permanently at a figure considerably in excess of market values. Furthermore, I suppose, if it can be avoided in any reasonable manner, the city authorities are not anxious to have the property of the citizens ruined or seriously damaged.

"It was also shown that with very little, if any, inconvenience, the heavy trucks could feasibly follow some route other than these streets, in their travel, where resulting damage to property and the annoyance to residents and others using the streets would not be so great. We advocated the principle that no heavy trucking should be allowed on any purely residential street if, without serious loss or inconvenience to trucks, some other route could be followed. This principle I believe to be absolutely sound. Beacon street is a purely residential street. The day may come when it will be something else, but at present it is residential and it is not at present of a character which lends itself to business uses. Therefore, property owners have no alternative but to use the property for residential purposes namely, either houses or apartment houses.

"If this principle is sound, as I believe it is, it seems to me it makes no difference whether trucks are excluded from twenty-seven streets or from one hundred times that number, provided in each instance it can be demonstrated that some other route can be followed without serious loss or inconvenience to the trucks.

"I am sure your commission and Mayor Curley also, on reflection, will see the soundness of the views expressed in this letter and the justice of the decisions of the street commissioners excluding heavy trucking from the streets in question. I regret very much that Mayor Curley should have injected into his statement the element of favoritism. There was no favoritism shown, at any rate in the case of Beacon street and the other streets included in the order at the same time. The order was issued only after, as I say, prolonged hearings at which truck owners were fully represented. Also, I am sure that anyone who knows them will exonerate the then street commissioners, Thomas J. Hurley, chairman, John J. O'Callaghan and Charles T. Harding, of any charge of favoritism, at that time or at any time during their administration of their duties.

Dogs on the Leash

Mayor Curley's action in sending an order to the Council requiring the leashing of dogs for ninety days is in line with the policy already adopted by some twenty-five other cities and towns, and probably is wise in view of the present state of public opinion and experience with reference to the rabies question. Rabid dogs are not necessarily more numerous in summer than in winter, but all dogs enjoy a measure of outdoor freedom in warm weather that is denied most of them in the winter months, and one genuinely mad dog, running at large, can spread disease very extensively. It is futile to deny that rabies exists, although the extensiveness of its existence is much exaggerated, and opinions differ sharply as to the best methods of preventing it from becoming a public menace.

One of the chief merits of the leash order is that it presents an opportunity to the authorities to check up on unlicensed dogs, even though in some communities the procedure is unnecessarily cruel and crude. Not only are cities and towns entitled to the revenue from dog licenses, but it might almost be said that the person who does not think enough of his dog, or is too poor to license him, ought not to have one. But owners are often criminally careless in failing to protect their dogs with collars or tags after they have been licensed and it is they who should be brought to bar rather than the dogs. The pound system in many communities is execrable, giving the owner no chance to redeem his dog and pay his license, while the State laws governing the licensing and impounding of dogs is archaic and should be amended. The almost extralegal adoption of the tag system by many cities and towns—of which Boston is one—operates somewhat to remedy the defects of the State law, and it should be incorporated in the statutes by the next Legislature.

As the law now stands, a stray, unlicensed dog must be killed summarily. These killings are often cruel, because clumsy, as dogs should not be shot when there is a more humane method of killing them. The various humane societies which maintain dog shelters interpret the law very liberally in retaining stray dogs for some three to five days, but they possess facilities for keeping and feeding them which the police stations do not have as a rule. Fortunately, however, popular interest in scientific methods of dealing with the dog problem is growing steadily and the animal rescue leagues and humane societies, which originally were compelled to fight for existence, receive increasing support every year. It is only a question of time when every dog in Massachusetts will be properly licensed.

CURLEY HITS AT CHAMBER

Did Not Elect Mayor, He Says at Airport

He Feels Amply Able to Decide on Improvements

Mayor Curley's visit to the Boston Airport yesterday afternoon pending improvements involving the expenditure of possibly \$700,000 on the expansion and development of the flying area revealed two things—that the Federal Government and city officials were still at loggerheads over the Governor's Island project, with no solution yet in sight, and that the Mayor does not care about the opinion of the Boston Chamber of Commerce in so far as improvement of the field is concerned.

"Some day," said the Mayor, "the Chamber of Commerce may elect a Mayor. Then and only then will it have a say in the policy of city affairs. In so far as my administration is concerned I feel amply qualified to direct

what improvements I think best for Boston's present and future."

This statement came in reply to a question on the Chamber's attitude.

May Ask U. S. Pay Part

The Mayor said that the proposed Governor's Island airport expansion program would be withheld until an amicable agreement could be reached with the War Department on the terms and conditions relative to the use, development and operation of the island. He hinted that he might ask the Federal Government to share in the cost of the proposed development, in view of the new provisions. One of these provisions, he pointed out, was the right to install a squadron of the Army Air Corps on the island, together with proper housing facilities and equipment for efficient operation.

"I see no reason to go ahead on the Governor's Island plan," went on Mayor Curley, "until we know exactly where we stand in relation to our rights, such as control and supervision. Surely if the Government is to benefit by the work it should be expected to share equally in the cost. For instance, the city would contribute \$500,000 as its share; let the Government appropriate an equal sum."

Wait for Division of Island

"We are endeavoring," added the

ALTERNATE PARKING NEARLY MONTH HENCE

Order for Downtown Area to Go Before Board

Mayor Curley's plan for alternate parking on the sides of streets in the area from Massachusetts av to the waterfront, down town, will not go into effect for nearly a month, despite its acceptance by the Traffic Commission.

The new plan must be passed in a regular order of the Traffic Board.

Corporation Counsel Samuel Silverman is working on a ruling embracing the idea, which will be sent to Traffic Commissioner Conry before being placed before the board for a vote.

The public will also be informed of the change through advertising before it goes into effect.

Mayor, "to have the Federal authorities definitely determine how much territory they will actually require. But to date they have been unable to furnish this data and to settle to my satisfaction what other changes in the original agreement they might require. Until that time the Governor's Island development will have to wait."

Meanwhile the city, according to Mayor Curley, plans to spend approximately \$700,000 of the \$1,250,000 recently made available to further improve the present airport. The work will include the erection of about 2000 additional feet of bulkhead around the area, the installation of a new, sea ramp with a possible mile spillway, the extension and completion of the flying field and other equally important improvements. His Honor stated that bids for such work would be advertised within the next two or three weeks and that he expected it would be completed within six months.

"Largest Airport in World"

"When this program is completed," declared the Mayor, "Boston will have the largest airport in the world, approximately 300 acres for flying purposes, with runways averaging 3000 feet, which will excel the requirements of the Department of Commerce for an A-1-A airport, and a seaplane base without equal."

Mayor Curley appeared at the airport shortly after 2 o'clock in company of Chairman William P. Long of the Park Department, who has direct supervision of the airport, and Lawrence R. Wilder, aviation expert. They were served luncheon in the restaurant of the administration building and later made a survey of the field in the Mayor's car. The Mayor spent about two hours at the field.

AIRPORT COST CUT BY MAYOR

Governor's Island Plan
Dropped for \$700,000
Reclamation Project

GOVERNMENT RULING CALLED IMPOSITION

The proposed extension of the East Boston airport to include Governor's Island was definitely abandoned by Mayor Curley yesterday. His refusal to accede to demands of the war department, transmitted by Maj.-Gen. Fox Conner, and regarded by the mayor as an imposition on the city, forced the decision to confine the airport development to the reclamation of flat lands to provide a landing field of 300 acres, and to construction of a hydroplane ramp.

The revised plans entailing an estimated expenditure of \$700,000 for work to be done by contract, and which will begin in 30 days and be completed within six months will assure Boston of an airport meriting the class A1A rating of the department of commerce.

CAUSES BITTER DEBATE

In announcing abandonment of the pretentious proposal to level Governor's island and to link it with the airport, Mayor Curley said:

"The demands of the federal government make it inadvisable further to consider the extension of the airport to include Governor's island until such time as the government tells what portion of the cost it is willing to assume."

The curtailment of the proposed extension will limit the expenditure necessary to a sum far below the contemplated outlay of \$1,250,000 which the city council authorized last week, after a bitter controversy. During the debate it was charged that the consummation of a lease of the island had been blocked by the insistence of the war department that the city must not only erect hangars and a mooring mast for dirigibles but must specifically agree to return control of the island to the department whenever the secretary of war deemed that need existed for such action.

The city will now proceed to reclaim all of the flats owned by the commonwealth to the north and east of the airport, and will extend the landing field to a point within 500 feet of Governor's island and 150 feet from the World War Memorial park.

Mayor Curley declared that the enlargement of the field from 67.70 acres to approximately 300 acres will provide Boston with the largest airplane landing field in the world.

Abandonment of the Governor's island plan, to further which Mayor Curley directly appealed to President Hoover and Congress last year, with the result that congressional authoriza-

tion of the transfer of the island to the city was speedily made, created no surprise among the observers of the secret, but futile negotiations between the city and the war department for the past four months.

Despite the specific guarantee of Secretary of War Hurley that a lease satisfactory to Mayor Curley would receive the approval of the department, a controversy was precipitated, at the outset of the negotiations by the demand of Assistant Secretary of War Frederick H. Payne, a Greenfield, Mass., man, for

the inclusion of conditions in the lease which city officials regarded as vitally objectionable.

The original lease submitted by the war department specified that the city should build an army roadway from the airport to the island, construct a special wharf, erect a certain type of dirigible mooring mast and return the island to the federal government on a month's notice. These conditions being unacceptable to the city, a second lease was submitted by the department in which some of these objectionable features were removed.

Since then Maj.-Gen. Conner, who has been reported to have been in disagreement with the orders of war department executives, but who transmitted their demands to the mayor, has been conferring periodically with Park Commissioner Long and Corporation Counsel Silverman, about the lease.

While lessening some of their demands, war department officials are reported to have added so many others that the conclusion was inevitable to city officials that the department was attempting to compel the city to do its bidding rather than to co-operate as was ordered by President Hoover in the proposed development of the airport.

The final decision of the mayor was made yesterday after an inspection of the airport.

He approved the planned reclamation projects, the construction of the hydroplane ramp along the harbor side of the airport, and of a culvert to assure adequate drainage of the area.

GOVERNOR'S ISLAND JOB CALLED OFF

Mayor and War Heads
Still in Dispute on
Airport

Development of Governor's Island as an extension of the East Boston Airport was postponed indefinitely last night by Mayor Curley, with the explanation that the city was unable at present to complete satisfactory negotiations with the federal government.

Until the War Department makes known the amount of money it will spend as its share in the razing of the harbor fortification for air purposes, the Mayor will allow it to remain a summer camping ground for the city's lovers of the great outdoor life.

Following a personal inspection of the airport yesterday, the Mayor directed Chairman Long of the Park Commission to restrict the proposed \$1,250,000 development to about \$700,000, saving the remainder until the War Department co-operates.

Within a week the city will advertise, calling upon contractors to bid on the \$700,000 job of reclaiming all the State flats adjoining the present airport, constructing a hydroplane ramp off Jeffries Point and installing a culvert for drainage purposes.

When this is completed in six months, the airport will extend on the east to within 500 feet of Governor's Island and on the north to within 150 feet of World War Memorial Park, formerly known as Wood Island, so that the present airport of 67.70 acres will be expanded into 300 acres, making it the largest in the entire world, according to the figures compiled by the Mayor.

After this work is completed, the city will still have about \$550,000 remaining for further development at Governor's Island, provided the federal government will contribute towards the cost of a dirigible mooring mast and additional hangar space for the War Department.

Lease Still in Dispute

Although President Hoover, Secretary of War Hurley and Congress agreed with the Mayor on the transfer of the island from federal to municipal control, conferences between the Mayor and War Department officials during the past few months have failed to reach an agreement on the island lease.

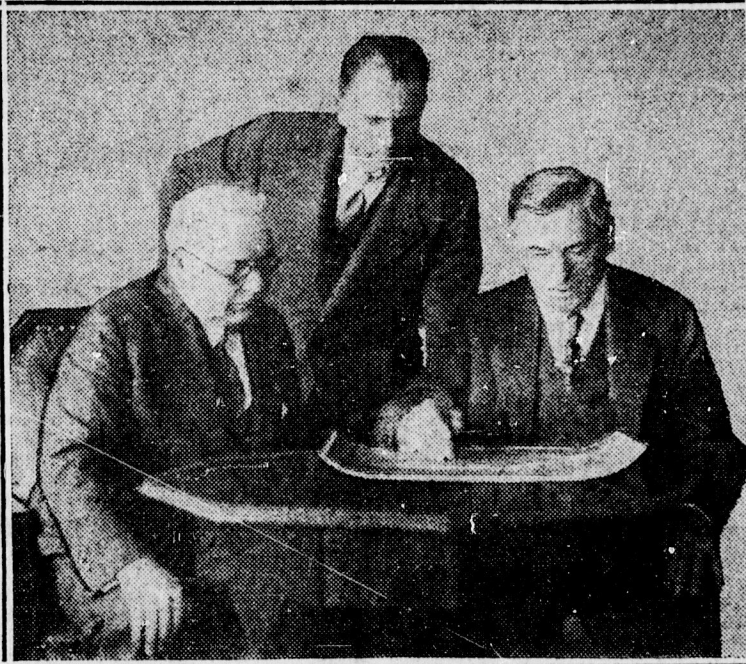
Major-General Fox Connor, commanding the First Corps Area, has been in practical agreement with the city officials in regard to several leases drawn up from time to time, but none of them have met with the full sanction of army officials at Washington.

"In view of the demands made by the government," the Mayor stated, "I believe it inadvisable to consider the extension of the airport to include Governor's Island until such time as the government officials can tell what portion of the cost they are willing to assume. We are unable at present to complete satisfactory negotiations with the government for the development of Governor's Island and its utilization for airport purposes."

"We will start right away to reclaim the State flats and this will give us an airport with an area of 13,000,000 square feet in about six months, the largest airport in the world and the best."

GLOBE 7/7/31

MAYOR CURLEY AND OFFICIALS STUDYING PLANS AT AIRPORT



LEFT TO RIGHT—PARK COMMISSIONER WILLIAM P. LONG; CAPT ALBERT L. EDSON, SUPERINTENDENT OF THE AIRPORT, AND THE MAYOR.

AMERICAN 7/7/31

Speeches and Traffic Arguments Won't Solve Problem

Now that we had an abundance of fireworks over the Fourth, let us not drag in the traffic conditions of Boston for more pyrotechnical displays.

Our narrow, twisting streets give a curious distinction to Boston which is, in fact, one of our great assets.

There is no other city in America quite like it.

People want to see the odd, not the commonplace.

We would not surrender their strange contour for the prosaic, monotonous Main Street municipalities of the Mid-West.

Being a thrifty folk, we are not going to abandon the prolific attraction to our Summer tourist trade, which amounts to a major industry.

We have got to make the best of it.

Our purpose is to reduce congestion as much as possible. We want our traffic to move with the least interruption. We want our own people to get to their offices with safety and convenience and the trade of our merchants facilitated.

Mayor Curley, Commissioner Hultman and Commissioner Conry naturally profess these purposes.

The people desire to see them achieved. They are looking for results, not speeches.

HERALD 7/7/31

FIRE APPARATUS COST IS \$120,412

Contract Awarded American La France Co. Without Competitive Bidding

M'LAUGHLIN SAYS PRICES ARE LOW

A contract for 14 pieces of fire apparatus, at a net cost of \$120,412, was awarded without advertising yesterday by Fire Commissioner McLaughlin, with the approval of Mayor Curley, to the American La France Company, which has furnished all apparatus purchased since 1919.

Before recommending the award without competitive bidding, as had been specifically recommended by the finance commission, Commissioner McLaughlin released an official statement of the American La France Company, specifying that the prices agreed upon are "as low if not lower" than prices charged any other city except Washington and New York.

Because the fire apparatus business of Washington is classed as "government business" and because New York buys in large volume, lower prices are justified, but it was expressly set forth that if Boston bought on a parity with New York the same price concessions would be granted.

GOODWIN WITHHOLDS COMMENT

Chairman Frank A. Goodwin of the finance commission indicated last night, when told of the award of the contract, that intelligent comment could not be made until all factors, such as prices, discounts and equipment are thoroughly studied. He announced that Commissioner McLaughlin had definitely assured him that unless the American La France Company agreed to furnish, at no additional cost, apparatus equipment, which has never been demanded by Boston but which has been included in purchases made by other cities he would resort to competitive bidding.

A perusal of the specifications of the contract, last night, appeared to indicate that a considerable assortment of equipment for each piece of apparatus is included.

The purchases were: 1000 gallon pumping engine, \$12,500; 750-gallon pumping engine and booster tank, \$12,500; city service ladder truck, \$11,300; eight combination hose cars, equipped with booster tank, \$72,000; one special squad car, \$9000; one trailer for 85-foot aerial ladder, \$8750 and one tractor attachment, \$700.

NEW DISCOUNT ALLOWED

The contract price is \$126,750 but a 5 per cent. discount, which is three per cent. in excess of the allowance made last year, reduces the amount to \$120,412.

In a communication to Commissioner McLaughlin which was forwarded to the mayor with his recommendation of the award of the contract, the company asserted that the quoted prices are lower than at any time since Boston made American-LaFrance apparatus the standardized equipment.

ASSAIL CURLEY FOR OPPOSITION TO NEW SCHOOLS

Lyons and Gray Charge
Mayor Inconsistent on
Building Needs

HURLEY PREDICTS
\$6 TAX INCREASE

Chairman Defends Mayor,
Pointing to Reduced
Revenues

Although his name was not mentioned, Mayor Curley was the subject of bitter attack and vigorous defence at a special meeting of the Boston school committee last night. The principal developments were as follows:

1.—Indication by the committee on a test vote that it will leave unappropriated \$932,500 of the \$1,341,000 available by statutory levy for school construction in 1931, a saving of 42 cents on the tax rate.

2.—Agreement to accept a recommendation of Business Manager Alexander M. Sullivan to leave unappropriated \$454,000, a sum which he sliced from the fund for general school purposes. This represents approximately 25 cents on the tax rate.

3.—Decision to confer with the commissioners of school buildings relative to the proposal to build the new Girls' high school on the present site, although two members desire it built at Worthington street, where land and plans are available.

4.—Passage of a school budget for 1931 of \$15,959,856, to which must be added \$1,795,512 for school alterations and repairs, a total of \$17,755,369 for all school purposes except new construction, which will probably be more than \$2,000,000 this year.

5.—A disclosure that Mrs. Elizabeth W. Pigeon of the committee after an intensive study of schools in Boston had originated a plan which would, by building a new Public Latin school and transferring students of five high schools, provide ample accommodations for all six high school populations.

6.—A charge by Dr. Joseph V. Lyons of the committee, that "police officials as well as school authorities well know" that girls at the Girls' high school in the South end are "being accosted and even chased" by disreputable men, and that the present location is "unwholesome."

7.—A prediction by Chairman Joseph J. Hurley that, because of stationary

valuations, increased costs of city departments and drop in revenues, the "tax rate will be increased \$5 or \$6 this year."

Dr. Lyons led the attack on Mayor Curley. He read a newspaper statement by the mayor urging that Boston school children be given seats in "modern, fireproof structures," and contrasted his attitude with his desire that the school committee leave unappropriated money given the committee for just that purpose.

He was supported by former Chairman Francis C. Gray, who is treasurer of the Massachusetts Tax Association, an organization formed to oppose tax increases. He favored appropriating available money because of the pressing building needs of the school system. Mrs. Pigeon advocated the same idea, urging particularly the Emerson school in East Boston.

Chairman Hurley defended the mayor, pointing to the reduced revenues from the state income tax and corporation tax, and the jump in the public welfare budget, emphasizing that the school department this year will spend \$3,080,000 for school construction, a sum in excess of the 11-year average of \$2,965,000.

William Arthur Reilly denied that he was engaged in any "reprehensible political deals" which were excoriated by the finance commission in its recent school survey report, and declared that his vote was "conscientiously and sincerely his own."

REDUCTION ACCEPTED

The committee unanimously voted to accept the reduced budget, as recommended by Mr. Sullivan. Notification was received from the city council that \$1,200,000 expended for 1930 school construction had been bonded outside the debt limit, and \$120,000 for similar purpose had been placed on the tax rate this year.

The report of the school building department on the proposed school budget was next. The department, in a communication from Chairman Richard J. Lane, favored all items in the \$1,378,000 program and then suggested that the sum of \$100,000, allotted for administration expenses, be cut to \$70,000 because of an unexpended balance.

Because of certain regulations, the committee could not vote officially on accepting the school building department's report, but to make a test vote, Chairman Hurley suggested that a vote on whether the appropriation should be sent down be held. The vote was: Yes, Dr. Lyons, Mr. Gray and Mrs. Pigeon; no, Chairman Hurley and Mr. Reilly. Because a four-to-one vote is necessary on an appropriation, the minority won.

Thus, it was indicated that the proposed Phillips Brooks intermediate school in Dorchester, to cost \$690,000, would be lost, and the Emerson school in East Boston, a 13-room affair to cost more than \$222,800, would not be passed. Released from their own "gag" rule, the committee members began making statements.

Mrs. Pigeon explained that the Emerson school was located in a district of 14,054 school population, which was rapidly increasing because of an exodus from the North end. Portables in that district and on the school grounds have taken away school play space, and more portables will be needed next year. She said the East Boston tunnel and the widening of Porter street make the district more attractive to people.

Chairman Hurley interrupted to state that, under law, the statutory levy of 68 per \$1000 of valuation becomes available on Jan. 1, and if an appropriation is made immediately the school can be finished by September, 1932.

Reviewing the "begging" of the school committee before the Legislature for money to build schools, Dr. Lyons said that the committee had been criticised

GLOBE 7/7/31

BOSTON ORDERS FIRE APPARATUS

Mayor Approves Contract,
to Cost City \$120,412

A contract for new apparatus for the Boston Fire Department, recommended by Fire Commissioner Edward McLaughlin, was approved yesterday by Mayor Curley. The contract amounting to \$126,750 went to the American La France Company. A 5 percent discount brings the net cost to \$120,412.

The apparatus includes eight combination hose and booster cars, \$72,000; one squad car, \$9000; one combination service and booster ladder truck, \$13,000; two combination pump and hose cars, \$12,000 each; one aerial truck trailer, \$8750. One tractor attachment at \$700 was also ordered.

To Send in Dog Order

Alarmed by reports of biting dogs that have been running at large Dr. Francis X. Mahoney, Boston Health commissioner has asked Mayor Curley to have all dogs in Boston restrained for 90 days. An order providing for such action will be sent to the City Council by Mayor James M. Curley. In six months 11 cases of rabies and 1100 cases of dog bites have been reported in this city.

It is expected that the order will be adopted by the council within a few days and copies of it will be served by the police on all owners of dogs.

Reports of the adoption of such orders have been received by the State Department of Health from Franklin, Swampscott, Lawrence, Andover, Stoneham, Wakefield, Winthrop, Cambridge, Watertown, Waltham, Newton, Hingham, Stoughton, Taunton, New Bedford, Hopkinton, Shrewsbury, Clinton, Ludlow, New Salem, Erving, Greenfield, West Springfield, Becket, Pittsfield and Framingham.

HERALD 7/7/31

NEW PARKING PLAN DELAYED A MONTH

The new alternate parking plan suggested by Mayor Curley for intown Boston will not go into effect for at least another month, it was learned yesterday.

According to Traffic Commissioner Conry, a new ruling must be worked out by Corporation Counsel Samuel Silverman and then be ordered by the traffic commission after acceptance.

MARY CURLEY INSPECTS ST. HELENA'S HOUSE



Group of Grey nuns which conducted Miss Mary Curley through St. Helena's House, Union Park street, South end, yesterday, on her first visit there. Left to right: Sister Buckert, Sister Adams, Sister Lemaire, Miss Curley, Sister Superior Coughlan, Sister Pichette and Sister 't. Justin.

MAYOR'S DAUGHTER VISITS GREY NUNS

Mary Curley Guest at St. Helena's Home in So. End

Miss Mary Curley, daughter of Mayor Curley, was the guest of the Grey Nuns yesterday afternoon when she visited St. Helena's house, 89 Union Park street, South end, which is conducted by the sisters for working girls and college students.

Miss Curley was met by Sister Superior Coughlan and, after being presented with a corsage of roses, was taken on a tour of inspection of the large building which has accommodations for 232 girls. At present there are 190 girls living at St. Helena's house. The modern facilities of the dining room were of special interest to Miss Curley. Because of the rain she did not closely examine the spacious roof garden which is a feature of the home.

The house is conducted on a very liberal basis. Dancing is allowed, whilst parties held and the girls permitted to have male friends visit them until 10:30 and may be out, on pass, until 12:30 o'clock. The institution was

established by the late Archbishop John J. Williams of Boston in 1888, and has received special attention from Cardinal O'Connell since he was appointed to head the archdiocese. Time and time again the home has been commended by Catholic authorities and its management and facilities studied by out of town Catholics.

Demands New School Site to Save Girls

Bums, loafers, drug addicts, drunks and corner sheiks molest, accost and sometimes chase girls on their way to and from the present girls' high school in West Newton st. Dr. Joseph V. Lyons told the school committee last night in opposing erection of the new \$1,300,000 girls' school on that site. He proposed a site in Worthington st., in the rear of Boston Latin school, on city-owned property.

He pointed to the menace to girl students attested by police and school authorities who received numerous complaints from parents

"It is not a proper neighborhood for our high school girls to frequent," he said. "The surroundings are unwholesome. The Worthington st. atmosphere is far superior."

Other members agreed, but no vote was taken.

By paring \$1,350,000 from the school budget at the special meeting last night the school committee insured securing Mayor Curley's approval of legislative bonds for \$2,000,000. The mayor had threatened to withhold approval if \$1,000,000 was not pared from the budget. Elimination of a Dorchester school and another in East Boston accounted for \$900,000, and \$400,000 was cut from maintenance items.

The \$1,350,000 will save 25 cents per thousand on the tax rate. In opposing the budget cut, Dr. Lyons attacked the mayor for "spending huge sums on the airport, a million for a golf course and other indefensible projects at the expense of proper safeguards for school children."

CURLEY ORDERS DOGS LEASHED

Boston 26th Bay State
Community to Order
Animals Restrained

THORE AND BAUER DENOUNCE ACTION

Mayor Curley's signature yesterday to the council's order restraining dogs within the city for the period of 90 days made Boston the 26th Massachusetts community to take such action in an effort to check an increase of rabies revealed by statistics recently made public by the state department of public health.

Other cities and towns that have already taken similar action include Franklin, Swampscott, Lawrence, Stoneham, Wakefield, Winthrop, Cambridge, Watertown, Waltham, Newton, Hingham, Stoughton, Taunton, New Bedford, Hopkinton, Shrewsbury, Clinton, Ludlow, New Salem, Irving, Greenfield, West Springfield, Becket, Pittsfield and Framingham, ranging in periods from 60 to 90 days.

Dr. George H. Bigelow, state health commissioner, recently called a conference at the State House to consider what he termed a serious situation, at which he announced that 878 persons were bitten by dogs in the state during the month of June, causing three deaths and necessitating Pasteur treatment for 50. A resolution calling on cities and towns to enact restraining orders as of July 1 was adopted at this conference.

Dr. Francis X. Mahoney, city health officer, other city and town health officials and Mayor Curley joined Dr. Bigelow in urging dog restraining legislation.

Dr. Francis H. Rowley, president of the M. S. P. C. A., however, said last night he was of the opinion that there was a great deal of unnecessary alarm

PORTRAIT OF MAYOR CURLEY



A recently completed oil portrait of Mayor Curley by the Hungarian artist, Ernest deNagy.

over the situation. So far this year, he said, out of the approximately 25,000 dogs annually received at the society's hospitals, there had been fewer with rabies than in the same period of recent years. He felt, though, that every precaution should be taken to prevent

spread of the dreaded disease. He added that he had for years urged drastic action against unlicensed dogs which he said would greatly reduce the number of dogs in the state.

"Every lover of dogs should strenuously oppose the restraining of dogs,"

declared Wendell F. Moore last night. "It is the same old bunkum that appears every year at this time. Mad dogs are so rare that the man who discovered rabies should be placed with the Egyptian mummies as a curiosity. There are more persons killed by Pasteur treatment than by dog bites."

BAUER DEFENDS DOGS

Former Mayor Ralph S. Baur of Lynn, with equal force, expressed himself as greatly opposed to the orders. He suggested that it would be more in keeping with human justice for city and town authorities to make some real effort to rid the roads of drunken motorists who are killing 10 times as many persons as mad dogs are.

"Nobody seems to care about these drunken drivers," he said. "A dog is a man's best friend and has been his best friend right down through the centuries."

MAYOR'S PRAISE OF DR F. J. COTTON

Says City of Boston Owes
Him Debt of Honor

Dr Frederic J. Cotton, 520 Commonwealth av, surgeon-in-chief at the Boston City Hospital, resigned from that office today and becomes consulting surgeon at the hospital, with which he has been connected for 29 years.

Mayor Curley in a letter to Dr Cotton says:

"I accept with great regret your resignation of the office of surgeon-in-chief of the Boston City Hospital to become effective July 1, 1931.

"In the year 1902 you accepted the surgical office in the Boston City Hos-

pital, and in the 29 years that have intervened you have given a professional service marked by the highest character and untiring labor and devotion to the best interests of the hospital.

"In other words, you have devoted the best years of your life in making the Boston City Hospital the greatest municipal institution of its character in the entire world.

"The city of Boston owes you a genuine debt of honor.

"May I assure you I deeply appreciate your offer to serve any emergency which may arise at the Boston City Hospital in the years that are to come?"

GLOBE 7/7/31

Airport

GOVERNORS ISLAND is not to be included in our airport. The city will not spend \$1,250,000 to improve the field.

Mayor Curley announces that in agreeing to turn over the island to the city the federal government makes demands which the mayor regards as an imposition upon the city. So the deal is off. One of the impositions was that the government would take over the field in an emergency. The government will take over our present field in an emergency.

Now the mayor plans to spend \$700,000 in reclaiming flats and enlarging the field from seventy acres to 300. A hydroairplane base will be constructed.

If the government has been unreasonable, that ends the matter. We must go ahead and do the best we can. For a while it appeared that Boston would have America's finest airport. At present all we have is a flying field, ably administered, to be sure, but still not an airport, although we like to call it such.

Keep the Business Here

MAYOR CURLEY recommends the immediate construction of two public boat landings adjacent to the pier at Marine park, South Boston, for the benefit of yacht and motor-boat owners.

We are for any worthwhile improvement at City Point and suggest one that may interest the mayor. There is a public landing stage at City Point now, used chiefly on one side by swimmers and on the other by a concessionnaire who rents rowboats. Yacht and motor boat owners almost invariably belong to a club and this gives them the privilege of using club landings.

Our counter-proposal is this: Let the city or state or federal government dredge and buoy a 15-foot channel to Old Harbor's floats and basins. Boats that draw nine or ten feet must anchor now at Spectacle island, two miles from a landing. Hence ship chandlery business is going to Marblehead that might better come to Boston.

AMERICAN 7/7/31

CITY HOSPITAL DOCTOR QUILTS

Dr. Frederick J. Cotton of 520 Commonwealth ave., Back Bay, retired today after 29 years of service as surgeon-in-chief of the Boston City Hospital.

Mayor Curley, in accepting his resignation, wrote:

"In the year 1902 you accepted the surgical office in the Boston City Hospital and in the 29 years that have intervened you have given a professional service marked by the highest character and untiring labor and devotion to the best interests of the hospital.

"In other words, you have devoted the best years of your life to making the Boston City Hospital the greatest municipal institution of its character in the entire world.

School Board Will Aid the Tax Rate

That the school committee will respond favorably to Mayor Curley's request that substantial aid be given the forthcoming tax rate was indicated at last night's special meeting when an agreement was reached to leave unappropriated \$454,000 sliced from the fund for general school purposes and \$982,500 from the fund for school construction, making a total of sixty-seven cents on the tax rate.

The school committee agreed to confer with the commissioners of school buildings relative to the proposal to build the new Girls' High School on the present site, West Newton street, although two members desire it built on Worthington street, where land is available.

An attack was made on the mayor by Dr. Joseph V. Lyons, who was supported by Francis C. Gray and Mrs. Elizabeth W. Pigeon, with relation to the mayor's request that the board leave unappropriated money for school buildings. Chairman Hurley defended the mayor's position. It was indicated that the proposed Phillips Brooks intermediate school in Dorchester, to cost \$690,000, would be lost, and the Emerson school in East Boston to cost more than \$222,800, would not be passed.

City Buys More Fire Apparatus

Ignoring the advice of the Finance Commission, the city of Boston has contracted for fourteen pieces of new fire apparatus from the American La France Company without competitive bidding. Fire Commissioner McLaughlin made a statement to the mayor that the prices agreed upon are "as low, if not lower," than prices charged any other city except Washington and New York. Washington business is classed as Government business, and New York's purchases are in large volume.

The purchases were: 1000-gallon pumping engine, \$12,500; 750-gallon pumping engine and booster tank, \$12,500; city service ladder truck, \$11,300; eight combination hose cars, equipped with booster tank, \$72,000; one special squad car, \$9000; one trailer for 85-foot aerial ladder, \$8750, and one tractor attachment, \$700.

The contract price is \$126,750, but a 5 per cent discount, which is 3 per cent in excess of the allowance made last year, reduces the amount to \$120,412.

In a communication to Commissioner McLaughlin which was forwarded to the mayor with his recommendation of the award of the contract, the company asserted that the quoted prices are lower than at any time since Boston made American La France apparatus the standardized equipment.

KING PHILLIP MAYOR'S GUEST

Indian at Hovey's Takes Broadcloth Bolt to Curley

King Phillip, the Indian who has been giving a demonstration of broadcloth weaving in the C. F. Hovey Company windows this week, paid a call on Mayor Curley today and presented him with a bolt of King Phillip broadcloth which was woven at the King Phillip mill in Fall River.

King Phillip, who is a very shy and retiring individual, had with him as his spokesman Sanford Litwin, men's furnishing buyer of Hovey's, through whose efforts the Indian was brought to Boston.

King Phillip will remain at Hovey's all this week, where he is attracting thousands, who watch him steadily weaving fabric at his 1800-pound loom, which was sent here from Fall River. He is surrounded by Indian tom toms, bows, arrows, wampum and all manner of equipment reminiscent of old Indian lore.

King Phillip broadcloth is a famous New England fabric which is used in making the finest New England made men's shirts.

DR. COTTON QUITS CITY HOSPITAL

In recognition of the services of Dr. Frederic J. Cotton of 520 Commonwealth avenue as surgeon-in-chief at the City Hospital, which he leaves after consecutive record of 29 years, Mayor Curley today sent him this letter of appreciation:

"I accept with great regret your resignation of the office of surgeon-in-chief of the Boston City Hospital to become effective July 1.

"In the year 1902 you accepted the surgical office in the Boston City Hospital and in the 29 years that have intervened you have given a professional service marked by the highest character and untiring labor and devotion to the best interests of the hospital.

"In other words, you have devoted the best years of your life in making the Boston City Hospital the greatest municipal institution of its character in the entire world.

"The city of Boston owes you a genuine debt of honor.

"May I assure you that I deeply appreciate your offer to serve any emergency which may arise at the Boston City Hospital in the years that are to come."

Dr. Cotton's resignation was due to pressure of private practice.

Curley Greet's Indian King

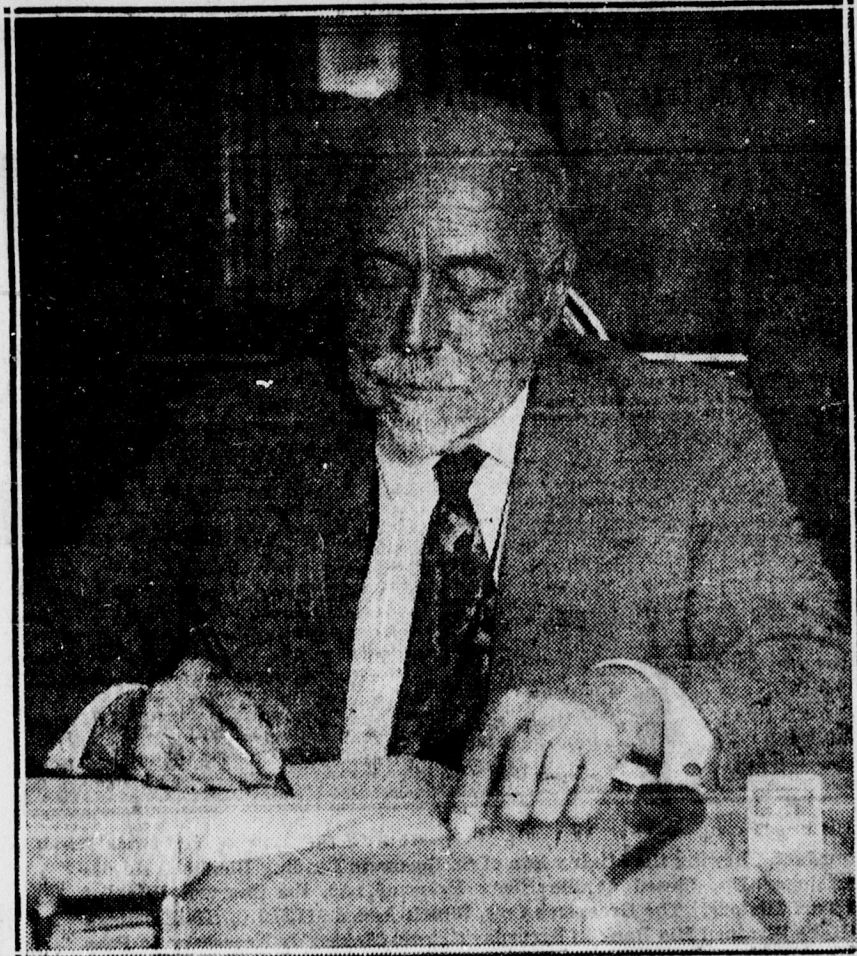


Mayor Curley greeting King Phillip and receiving a bolt of broadcloth from the sachem today at City Hall.

GHOSE 7/7/31 MAYOR CURLEY GIVES ANCIENTS SHILLELAGH

The Ancient and Honorable Artillery Company today added a black-thorn stick to its large collection of historical articles. It was the gift of Mayor Curley and attached to the particularly heavy club was a plate upon which was inscribed: "Symbol of authority and chief weapon of defence for seven centuries in Ireland. Presented by James M. Curley, mayor of Boston."

Quits Hospital Post of Twenty-nine Years



Dr. Cotton Felicitated by Mayor Curley

Leading Bone and Joint Surgeon of New England Resigns to Devote More Time to Private Practice, But Remains as Consultant

DR. FREDERIC J. COTTON, one of the country's leading osteologists, and consulting surgeon for several of the leading hospitals in New England, has resigned his post of chief of the surgical staff of the Boston City Hospital. The resignation becoming effective as of July 1 after its acceptance by the board of trustees. He is succeeded as chief surgeon by Dr. Otto J. Hermann, who is serving temporarily until a permanent appointment is made.

Dr. Cotton's resignation brings to an end twenty-nine years of work at the city institution. He was obliged to retire, he said today, because of pressure of private practice. He joined the permanent staff of the hospital in 1902 and has served continuously since that time, with the exception of the periods when he was in the Spanish-American War and the World War. During the latter service he was chief of the surgical staff of the Walter Reed Hospital, Washington, D. C.

Created Bone and Joint Service

Probably his most outstanding work at the Boston City Hospital was his creation of the bone and joint service three years ago, attention to which he declared he will actively maintain. He remains on the hospital staff as consulting surgeon and will also continue his services as

consultant to the following-named hospital, Malden Hospital, Arlington Symmes Hospital, Peterboro, N. H. Hospital; Eastern Maine General Hospital, Bangor; Beth Israel Hospital, United States Veterans' Bureau and the Cape Cod Hospital.

Dr. Cotton recalled today as one of his most treasured honors his selection as one of the ten founders of the American College of Surgeons. For years he was a regent of this organization and now is a district governor. He has written extensively on joint treatment and osteology practice. He was graduated from Harvard Medical School in 1894 and immediately began service as interne at the Massachusetts General Hospital. He spent four years at the Children's Hospital, after which he joined the City Hospital staff. From time to time he has visited Vienna to study pathology.

A busy man all his life, Dr. Cotton has found time for little general recreation. He has a country home in Waterbury, Md., where he can indulge in fishing and hunting, his particular hobbies. He has just returned from that place after a month's visit. Much of his leisure is also taken up in the preparation of treatises on bone and joint treatment. Owing to his increasing practice he has taken Dr. Gordon M. Morrison as associate at 520 Commonwealth avenue.

Letter from Mayor Curley

Today Mayor Curley addressed a letter of appreciation to Dr. Cotton, as follows:

Dear Dr. Cotton: I accept with great regret your resignation of the office of Surgeon-in-Chief of the Boston City Hospital, to become effective July 1, 1931.

In the year 1902 you accepted the surgical office in the Boston City Hospital and in the 29 years that have intervened you have given a professional service marked by the highest character and untiring labor and devotion to the best interests of the hospital.

In other words, you have devoted the best years of your life in making the Boston City Hospital the greatest municipal institution of its character in the entire world.

The city of Boston owes you a genuine debt of honor.

May I assure you I deeply appreciate your offer to serve any emergency which may arise at the Boston City Hospital in the years that are to come.

With many renewed assurances of my highest consideration and regard,

Sincerely yours,

JAMES M. CURLEY,
Mayor.

Work Must Be Started in a Month

The immediate expenditure of \$700,000 for the expansion of the East Boston Airport, with a work to begin within a month, was ordered last night by Mayor Curley.

This decision was reached by the mayor at the conclusion of a tour of inspection of the port yesterday.

He announced that bids will be advertised without delay so that the filling in of the flats off the port may begin by August and be completed within six months.

The airport will be enlarged to within 150 feet of Wood Island on the north and to within 500 feet of Governor's Island on the east. This will increase the size of the field from 70 to 300 acres, making it the largest airport in the world.

The mayor said last night that the project of joining Governor's Island to the port has been indefinitely postponed. Its addition, he said, depends upon what part of the cost the government will assume toward reclaiming the island. As yet the city and War Department have been unable to agree upon the matter.

If, or when, the two parties come to a decision on the matter the city will still have \$550,000 remaining to spend on the enlargement of the airport, the original appropriation for its development being \$1,250,000.

MEN CHASE GIRLS GOING TO SCHOOL

High Students An- noyed, Dr. Lyons Charges

Sensational charges that high school girls in the South End were accosted and chased on the streets by men on their way to and from school, and that the police were unable to curb the mashers, featured last night's session of the Boston school committee.

BOW TO MAYOR

With the five members at loggerheads for more than five hours on principal issues in the most hectic session of the present school year Mayor Curley was bitterly assailed, the sum of \$1,300,000 was sliced off the school appropriation following the Mayor's threat, and the committee concluded in a hopeless deadlock on the question of building a new girls' central high school.

As set forth in an exclusive story in the Post the School Building Commission declined to approve a plan to erect the new girls' high school on Worthington street, Back Bay, land and plans for which were secured 10 years ago at a cost of approximately \$200,000. The recommendation of the School Buildings Commission that the new structure be built on West Newton street, on the present site of the girls' school, threw the committee into an uproar and led to the charges of girls being chased up and down West Newton street by mashers.

Favor Charge

Chairman Joseph J. Hurley, Francis C. Gray and William A. Reilly voted to shift the proposed structure to West Newton street as outlined by the School Buildings Commission. One of the principal arguments for doing so was that it would leave the Worthington street site for an addition to the Public Latin School. The overflow of students in the latter school are now being housed in several other buildings.

Dr. Joseph V. Lyons and Mrs. Elizabeth West Pigeon opposed this vigorously. Dr. Lyons charged that the South End street is not a fit district in which to force girls to attend school. He stated that school officials know this, that they have received an untold number of complaints from parents and from the girls. He asserted that girls were accosted to and from school by men, and that they were chased up and down the street.

Inasmuch as at least four votes are required under regulations on appropriations the objections of the two members balked a plan to start at once on plans for the new high school on West Newton street.

Will Seek Agreement

Chairman Hurley announced he would call a conference at once with the board of superintendents, the School Buildings Commission and the School Committee in an attempt to reach an agreement on the project. The Legislature has already authorized a bond issue of \$2,000,000 for high school construction, and \$1,300,000 of this amount has already been appropriated by the committee for such a new girls' central high school.

PARKING RULE NOT IN EFFECT

Alternate Plan Must Be Regularly Adopted

Alternating parking in streets from Massachusetts avenue downtown to the waterfront, pushed through the traffic commission last week by Mayor Curley, will not become effective until late this month, although many motorists believed the rule effective at once.

Corporation Counsel Samuel Silverman is now studying the matter and will present a rule to the traffic commission. It is expected that the rule will be submitted to Chairman Joseph A. Conry of the traffic commission in time to be taken up at the meeting next Thursday.

Even in the event that the rule is passed without discussion at that meeting, it will be necessary to advertise the change and wait 14 days before the rule goes into effect.

PUBLIC LANDINGS AT MARINE PARK

Construction of two public landings at Marine Park, South Boston, was ordered yesterday by Mayor Curley, who estimated that there were more pleasure craft there in the bay than in any similar watering places, including Ostend.

The Mayor's decision to build two boat landings at the Marine Park pier was the result of a trip about the harbor, Sunday, in City Treasurer Edmund L. Dolan's yacht, Maicaway, from which he viewed the congestion of yachts and motor boats in Pleasure Bay, off the tip of South Boston.

NEW FIRE CONTRACT APPROVED

City to Pay \$120,412 for 14 Pieces of Apparatus

Purchase of 14 pieces of apparatus for the Boston fire department, at a cost of \$120,412.50, from the American LaFrance and Foamite Industries, Inc., was approved late yesterday by Mayor Curley on the recommendation of Fire Commissioner Edward F. McLaughlin.

FIVE P. C. DISCOUNT

Following the recent report of the finance commission, which complained that Boston was paying more and receiving less for its money than other municipalities, dealing with the same company, it was agreed that the city would receive a discount of 5 per cent instead of the customary 2 per cent. Besides, equipment will be included with the fire trucks this year for the first time.

It was explained by the fire commissioner that the company had assured him that only two other cities in the country could purchase the apparatus at a lower price—New York, because of the large quantities it purchased, and Washington, because it bought at federal government prices.

Goodwin Is Satisfied

Chairman Frank A. Goodwin of the finance commission expressed satisfaction that the company had agreed to a lower price and to supply equipment without extra charge. Otherwise, he said, the fire commissioner proposed to ask for competitive bids on the contract, and break away from the policy established by the 1918 commission, which recommended that all apparatus be purchased from the American LaFrance Company to standardize the fire apparatus here.

By the contract approved yesterday by the Mayor, the city will get eight combination hose and booster trucks at \$9000 each; one equad car at \$9000; one combination cities service booster ladder truck at \$11,300; two combination pump and hose trucks at \$12,500 each; one aerial truck trailer at \$8750, and one tractor attachment at \$700, making a total of \$126,750, which with the 5 per cent discount will make a net contract price of \$120,412.50.

TRANSCRIPT 7/7/31

8 Globe 7/8/31

Air Castles—Evaporated

"We have no word of approval for costly castles in the air—which must, in fact, be built under water at great expense many years before they can possibly become useful. We look to Mayor Curley to reconsider this whole matter thoroughly." This was the Transcript's comment just before the loan order for \$1,250,000 to improve the airport and level Governor's Island came up for passage by the City Council.

Although the loan order has since passed, apparently Mayor Curley has reconsidered. "There is no need," he told reporters yesterday, "to worry about Governor's Island when the present improvements of the airport will serve our needs for twenty years to come. If, and when, the Federal Government will lease Governor's Island on terms the city can accept then we will still have money left for that purpose."

It appears that the Federal Government still insists on the right to take over the island any time it sees fit and has suggested that it would like to erect barracks and maintain a squadron of aircraft on part of the development. If this is done, Mayor Curley rightly feels that the Federal Government should pay part of the cost of development. So the city and the Federal Government are far from agreement on leasing the island.

Consequently, Mayor Curley is now going to follow the plan supported by the Transcript of developing the present airport so that it will gain a rating of AIA and building a permanent sea-plane base on the Wood Island side of the field. This will cost about \$700,000 and leave a balance of \$550,000 for an air castle which at present seems to have evaporated.

Post 7/8/31

DOGS ON LEASH AFTER MONDAY

Restraining Order in Effect for 90 Days

Beginning next Monday, all dogs in this city will have to be leashed, provided the City Council adopts the compulsory order on that day which Mayor Curley signed yesterday on the recommendation of Dr. Francis X. Mahoney, city health commissioner.

If the Council passes the order, dogs will not be allowed to run around loose in Boston streets again for 90 days. In urging the passage of the order, Dr. Mahoney explained that five persons have died from rabies in this city during the past six months out of 1006 cases of dog bites.

MAYOR CURLEY GREET'S KING PHILLIP



KING PHILLIP PRESENTS MAYOR CURLEY A BOLT OF KING PHILLIP BROADCLOTH

King Phillip, the Indian who has been giving a demonstration of broadcloth weaving in the C. F. Hovey Company windows this week, paid a call on Mayor Curley yesterday, and presented him with a bolt of King Phillip broadcloth which was woven at the King Phillip Mill, in Fall River.

King Phillip, who is a very shy and retiring individual, had with him, as his spokesman, Sanford Litwin, men's furnishing buyer of Hovey's, through

whose efforts the Indian was brought to Boston.

King Phillip will remain at Hovey's all this week, where he is attracting thousands who watch him steadily weaving fabric at his 1800-pound loom, which was sent here from Fall River. He is surrounded by Indian tom toms, bows, arrows, wampum and all manner of equipment reminiscent of old Indian lore.

King Phillip broadcloth is a famous New England fabric which is used in making the finest New England-made men's shirts.

TRANSCRIPT 7/8/31

"Not in Politics"— Attwill, on Gas Charge

Chairman Henry C. Attwill of the State Public Utilities Commission, when asked today to comment on Mayor Curley's criticism of the action of the board in refusing to nullify the fifty-cent service charge imposed by the Boston Consolidated Gas Company, declared, "I am not in politics."

The commission was charged by the mayor with favoring the gas company in its consideration of the petition which would have abolished the service charge. His charge was made in announcing that he had directed Corporation Counsel Samuel Silverman to appeal to the Supreme Court from the action of the commission in dismissing the petition.

CURLEY SCORES HOSPITAL COST AT LONG ISLAND

Blames Nichols Administration for Abandonment
Of Move to Mainland

EX-MAYOR DEFENDS
\$1,500,000 EXPENSE

City Will Not Acquire
Property of Homeopathic
Institution

Mayor Curley yesterday abandoned his plan to transfer the hospital for chronic sick at Long Island to the mainland and the contemplated purchase by the city for that purpose of the land and buildings of the Homeopathic Hospital on East Concord street.

In making the announcement the mayor criticised former Mayor Nichols for the expenditure in his administration of \$1,500,000 in new buildings and alterations at the island hospital. Because of that expenditure, he cited, with consideration for return on the investment, no transfer would be justified at this time.

"It seems clear," said the mayor, "that there must be a lapse of from 15 to 20 years before the transfer of the hospital for the chronic sick to the mainland can be justified. I regret exceedingly that my predecessor failed to carry through the plans which I started during the latter part of my last term for the erection of a hospital for the chronic sick at Parker Hill.

CANNOT SCRAP BUILDINGS

"I cannot, in view of the judgment of the trustees and surgical and medical staffs of the City Hospital, further contemplate the addition of the hospital for the chronic sick to the City Hospital. We cannot scrap these buildings at Long Island without deliberately throwing away the money expended there during the term of my predecessor."

The mayor's decision followed a long conference at City Hall with the hospital trustees and members of the permanent surgical and medical staffs who frankly advised that no transfer of the island hospital to the mainland would be necessary at this time in the development of the City Hospital to a maximum bed capacity for 2000 patients.

"It is no cause for any regret that the predecessor of his honor, the mayor, declined to carry forward the proposal

that the Long Island institutions be transferred to the top of Parker hill," former Mayor Nichols said last night. "The top of this hill offered no peculiar advantages as a mainland site, and, indeed, was quite generally criticised as unsuitable, as the records will show. Moreover, no money had been made available except for the start of this project, whose ultimate cost was estimated at from \$6,000,000 to \$10,000,000. I thought it wild then and think so now.

QUARTERS NEEDED

"The immediate need when the mayor's predecessor took office was to provide modern, commodious and comfortable quarters for the helpless and infirm. This need the city promptly met."

The city's decision not to acquire the East Concord street property of the Massachusetts Homeopathic Hospital will delay but not stop the plans of the trustees of the latter for the erection of a new \$10,000,000 hospital at Washington Heights, Brighton, Dr. Harry M. Pollock, superintendent of the hospital, said last night.

"The erection of the new hospital has already been delayed," he stated, "and although the trustees are still considering the plans, no definite date has been set for starting the construction. The decision of the city not to buy the old hospital buildings will undoubtedly cause further delay. The new hospital buildings will eventually be built, however."

He said the hospital owns the land, comprising almost 30 acres, at Commonwealth avenue and Washington and Warren streets, Brighton, the present site of the Boston Tourists' Camp, Washington Heights, where the new hospital buildings are to be erected.

At the conference yesterday the mayor was told by the trustees and staff members that the bed capacity of the City Hospital should not exceed 2000 patients. Existing facilities and additions in progress will provide accommodations for 1800. The trustees expressed the opinion that other new buildings should be erected on Albany street. A 2000-bed hospital will meet the requirements of Boston for the next century is the judgment of the hospital officials.

85 STREETS TO BE LAID OUT THIS YEAR

During the past year the city has laid out 125 new streets and will complete plans for 85 more before the end of the present year, Chairman Hurley of the Board of Street Commissioners, announced yesterday in a municipal radio lecture from City Hall, over WNAC.

In the past 20 years, he said, the commission had laid out 824 residential streets at a total cost of \$17,538,250 in a drive to provide smooth surfaces for highways throughout the city.

DR. COTTON QUILTS CITY HOSPITAL POST

Noted Specialist to Remain as
Consulting Surgeon

Dr. Frederic J. Cotton, one of the most eminent bone and joint specialists in the country, resigned yesterday as chief of the surgical staff of the Boston City Hospital, but remains as consulting surgeon at the institution, to which he has given 29 years of service. His resignation takes effect as of July 1 after its acceptance by the board of trustees. The post of surgeon-in-chief is filled by Dr. Otto J. Hermann until a permanent appointment is made.

Dr. Cotton will give his attention to his increasing private practice, in which he has taken Dr. Gordon M. Morrison as his associate, at 512-514 Commonwealth avenue.

Besides the Boston City Hospital, he is today consulting surgeon to the New England Hospital for Women and Children, Beth Israel Hospital, Quincy City Hospital, Arlington Symmes Hospital, Cape Cod Hospital, United States veterans bureau, the Peterborough (N. H.) Hospital, Eastern Maine General Hospital, Bangor, Me., and the Rutland (Vt.) Hospital.

AIRPORT MONEY FOR USE ON POOR

Norton Advises Mayor to
Prepare for Winter

City Councillor Clement A. Norton of Hyde Park yesterday sent a letter to Mayor Curley advising the Mayor to keep the money which was originally planned to be spent on the development of Governor's Island as an airport extension and use it for the poor this winter. The letter read:

"I am glad that you now agree with those members of the City Council who were opposed to the expenditure of one and one-quarter million dollars for the so-called Governor's Island project. Hold this money to take care of Boston's poor next winter.

"Philadelphia tried to bargain with the federal government to obtain Hog Island for an air, water and manufacturing centre, but the government insisted on so many restrictions that the city decided to buy the island outright.

"There are other instances on the West coast where cities tried to take over government islands for airplane, manufacturing and shipping purposes, and finally gave the projects up when the government insisted on the city making too great an expenditure to meet with the federal requirements."

HERALD 7/8/31

CURLEY ASSAILS GAS SERVICE FEE

Petitions Supreme Court to
Reverse Decision of Util-
ities Board

SEEKS RETURN OF
\$3,000,000 PAID

Mayor Curley yesterday petitioned the supreme court to nullify the recent decision of the public utilities department authorizing the Boston Consolidated Gas Company to exact a service charge from all consumers.

In a double-barreled attack on the department and the Koppers Company, holding corporation for the gas company, the mayor coupled a direct charge of partiality by the commission with a statement that until the Koppers Company obtained control of the gas company, the question of the service charge had never been raised.

In a brief amplification of his formal statement the mayor indicated that he would make an issue of the decision of the utilities department and that he proposed to lead the fight in person to overturn its decision which he assailed as illegal.

Much of the mayor's prepared statement was confined to an attack upon the alleged partiality of the department, which he summarized in the assertion that "it is plainly evident that the interests of but one party were considered, namely the interests of the Boston Consolidated Gas Company."

He denounced the policy of the Koppers Company as "ruthless," characterized the corporation as an "octopus" and described the service charge "as an arbitrary imposition authorized by the department of public utilities and has no relation to the consumption of gas."

The estimated assessment upon 40,000 or more gas consumers is figured by the mayor at \$3,000,000 and he said his purpose in appealing for judicial aid was to attempt to obtain a refund of the sum to consumers.

MAYOR'S STATEMENT

After announcing that he had directed Corporation Counsel Samuel Silverman to file the proper papers to bring the issue to the attention of the supreme court, the mayor said in his statement:

This action, begun by the city this day, affects every user of gas in the territory served by the Boston Consolidated Gas Company and in the event of the city of Boston receiving a favorable decision from the court it would result in a refund in excess of \$3,000,000 to the consumers of gas in the territory served by the Boston Consolidated Gas Company.

It is the contention of the corporation counsel for the city of Boston that the Legislature by a statute passed in 1927 has forbidden the gas company to impose a service charge upon its customers and that the company is required

to continue its charge to the consumption of gas as shown by meter readers. The service charge is an arbitrary imposition authorized by the department of public utilities and has no relation to the consumption of gas.

ROLE OF ARBITRATOR

The public utilities commission was created to act as arbitrator in cases of the public versus the public utilities corporations and when the commission was created the supposition was that their judgments would be based upon facts and absolutely impartial. The question has frequently been raised as to the impartiality, but in this case it is plainly evident that the interests of but one party were considered, namely the interests of the Boston Consolidated Gas Company.

Prior to the acquisition by the gigantic gas trust, known as the Koppers Company, a service charge was never exacted by the Boston Consolidated Gas Company and in all probability if the "octopus" had remained outside of this territory the old system would still be in operation and the so-called service charge would not be exacted.

The Koppers Company today is one of the largest companies operating in the gas field and the same ruthless policy that has ever characterized gigantic consolidations of this character is almost immediately put in operation upon the entry into Massachusetts and the acquisition of the Boston Consolidated Gas Company.

NON-ELASTIC STATUTES

The statutes in Massachusetts have always been construed as being non-elastic and meaning clearly what the language was intended to convey. Yet, in the decision of the public utilities commission a meaning other than what the language unquestionably conveys was read into a statute and was so interpreted by the public utilities commission. A refund of \$3,000,000 distributed among the consumers of gas in the Boston territory would prove a blessing and in the opinion of the corporation counsel, who has given much study to the subject, there is little doubt as to the decision that will be rendered by the Massachusetts supreme judicial court.

Post 7/8/31

NICHOLS IS ATTACKED BY CURLEY

Scored for Action on
Hospital for Chronic
and Aged

Mayor Curley last night charged that the failure of former Mayor

Malcolm E. Nichols to develop the top of Parker Hill as a chronic hospital for the inmates now stationed at Long Island institutions was "the greatest mistake of the last decade and a crime against the city."

He asserted that as a result of the action of his predecessor in refusing to go ahead with plans to build such a hospital on Parker Hill the inmates at Long Island are now being deprived of the proper medical and surgical equipment and must be forced to remain there for another 10 or 15 years.

NICHOLS STANDS FIRM

Earlier in the day the Mayor issued a mild attack on former Mayor Nichols for this alleged failure. In turning down the proposed purchase of the Homeopathic Hospital plant at East Concord street, South End, for future expansion of the City Hospital, Mayor Curley said he did so because he would have to keep the present inmates at Long Island stationed there for another 10 or 15 years. He said he was forced to this because of the previous administration spending \$1,500,000 to develop Long Island.

Last night ex-Mayor Nichols issued a statement defending his actions in turning down Parker Hill. Former Mayor Nichols' answer to the Mayor's blast was as follows:

"It is no cause for any regret that the predecessor of the Mayor declined to carry forward the proposal that the Long Island institutions be transferred to the top of Parker Hill. The top of this hill offered no peculiar advantages as a mainland site, and indeed, was quite generally criticised as unsuitable, as the records will show. Moreover, no money had been made available except to start this project, whose ultimate cost was estimated at some \$6,000,000 to \$10,000,000. I thought it wild then, and I think so now.

"The immediate need when the Mayor's predecessor took office was to provide modern, commodious and comfortable quarters for the helpless and infirm. This need the city promptly met."

Defends Hill Site

Mayor Curley declared last night that the \$1,000,000 originally appropriated for the development of a chronic hospital on top of Parker Hill was sufficient for the launching of the project and the building of the first unit. He said that when he left office the medical and surgical fraternities throughout the city were unanimous in declaring that Parker Hill was the ideal site for the construction of such a hospital.

In substantiation of their belief, he pointed out that today about Parker Hill are grouped every principal hospital in the city, with the exception of the Massachusetts General and City hospitals. He termed the Parker Hill district one of the greatest medical centres in the country today.

"There is no way to justify the failure of my predecessor in office to start the construction of this chronic hospital on top of Parker Hill," declared Mayor Curley, last night. "If carried through, we would have there today one of the greatest hospitals in the world for the care of the aged and infirm. Instead, they are housed at far-off Long Island, lacking the best of medical and surgical treatment, on a site where it is difficult to get good doctors and surgeons to accept appointments."

Mayor Curley prophesied, last night, that the inmates at Long Island would be transferred to the mainland within the next 10 or 15 years from the humanitarian viewpoint, if none other. He said it is necessary to keep them there for this length of time, inasmuch as they are housed in new buildings which cost the city \$1,500,000, and that the buildings must begin to depreciate before it would be advisable to abandon them.

LAUD BIRDSEYE AT DINNER HERE

Curley and Chester Pay
Tribute to Inventor as
Benefactor

QUICK FREEZING METHOD EXPLAINED

Clarence Birdseye, inventor of quick-freezing process in the preservation of food in its natural state, was acclaimed by Mayor Curley at a testimonial dinner to Mr. Birdseye at the Ritz-Carlton Hotel last night, attended by a representative gathering of prominent Boston business men, as one of the most outstanding in the world in the last half century. The affair was broadcast by station WNAC over the Yankee network.

The mayor declared that Mr. Birdseye has succeeded in accomplishing that which has baffled scientists for ages by perfecting a process which will preserve food in its original form. By the Birdseye process it is now possible, he said, to ship perishables to all corners of the world with the guarantee that the food will be strictly fresh when served the world over.

CALLED BENEFACTOR

President C. M. Chester, Jr., of the General Foods Corporation, declared that Mr. Birdseye by his remarkable invention is a great benefactor of mankind. Gardner Poole, executive vice-president of the Birdseye Packing Company, stated that the Birdseye process is now being discussed throughout the world. He said that by means of this invention it will be possible to transport food with its quality unimpaired at less cost and to sell to the consumer at reduced price.

An exceedingly interesting and ro-

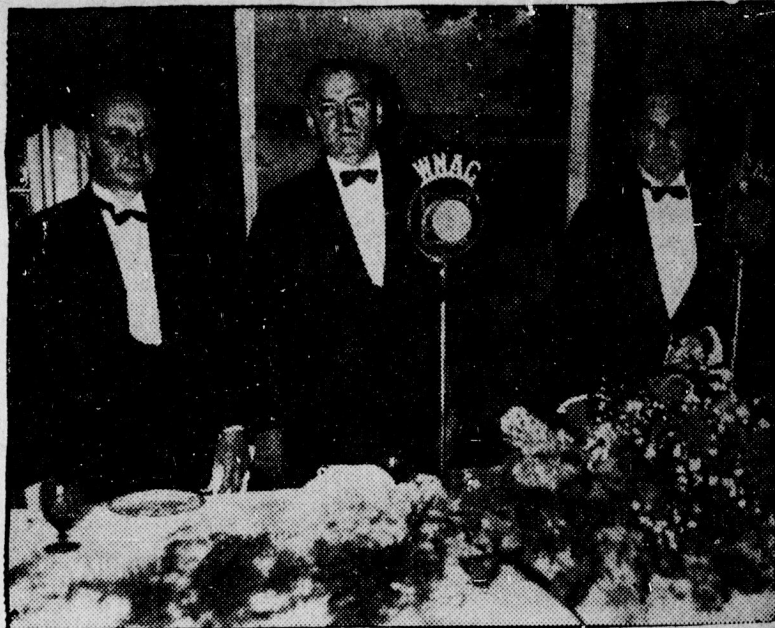
"KING PHILLIP" GIVES CURLEY BOLT OF CLOTH

Indian Chief Giving Exhibition of
Weaving at Hovey's

"King Phillip—who has been weaving broadcloth on an 1800-pound loom at the C. F. Hovey Company store this week, visited Mayor Curley yesterday and presented him with a bolt of King Phillip broadcloth. He was accompanied by Sanford Litwin, men's furnishings buyer at Hovey's.

King Phillip broadcloth is a famous New England fabric used in making the finest men's shirts. In King Phillip's demonstration, he is surrounded by Indian tom-toms, bows, arrows, wampum and Indian antiques.

CURLEY ACCLAIMS INVENTOR



Left to right—Clarence Birdseye, inventor of quick freezing process which preserves food in natural state; Mayor Curley and Colby M. Chester, Jr., president of General Foods Corporation.

mantic story of the development of the new quick freezing method was presented by Mr. Birdseye, who revealed that the production and distribution of frozen foods is destined to become an industry of tremendous importance. Already a large variety of such foods is being distributed to tens of thousands of consumers throughout the country, thus indicating that insofar as these products are concerned the industry is no longer experimental but established on a firm foundation.

Mr. Birdseye pointed out that the key to still further success in quick freezing, as in all other major industries, lies in the laboratory and designing departments. He said in part:

Now we have our research work on a thoroughly systematic and scientific basis, and we have in Gloucester what we honestly believe will be to the perishable foods industry what the General Electric laboratories have been to electricity, the American Telephone & Telegraph laboratories to communication, and General Motors research work to transportation.

We have trained chemists specializing in each of the major classes of problems confronting us. We have branch laboratories, travelling laboratories, fellowships at M. I. T., and other recognized institutions of learning, and a designing and engineering division well manned and thoroughly equipped.

I feel confident, therefore, that our

progress will be rapid and founded on sure knowledge of our problem. Moreover, federal and state scientists throughout the country are concentrating on this new industry.

Thus perishables may be grown in whatever part of the world they can be produced to best advantage, and consumed wherever and whenever they are required. Surely this holds out possibilities of momentous changes in agricultural practice, transportation facilities, tariff problems and even international relations.

Quick freezing holds out to New England possibilities of rejuvenated agriculture and enlarged fisheries, since her most perishable farm products can be conserved for consumption throughout the year, and her seafoods shipped to all parts of the United States and exported to the four quarters of the globe.

President Chester in his address predicted that before another decade Clarence Birdseye will have taken his place among the greatest men of modern science. His contribution to the world, he said, is a significant one and his name shall endure and his deeds shall not go unrecognized by posterity.

Other speakers who praised highly the invention as a process which will revolutionize the transportation of perishable foods, included William H. Raye, president of the General Seafoods Corporation; Melvin G. Lyman, secretary of the Boston Chamber of Commerce; and Fred Snyder.

unt

Post 7/8/31

the great cities are only 18 days removed from starvation and that Massachusetts imports 85 per cent of its food-stuffs from out of the State.

How fish caught on the banks and

brought to Boston will be marketed in the Far West was described by William H. Raye, president of the General Seafoods Corporation. Melvin G. Lyman, secretary of the Boston Chamber of Commerce, declared that the process opened a new epoch in American business. Frederick S. Snyder, Boston wholesale provision man and expert on refrigeration, called attention to the fact that meats under the Birdseye Process became more tender, due to the stretching of the cell walls in the meat without change in color, flavor, texture or firmness.

The addresses were broadcast through WNAC over the Yankee Network. Entertainment was supplied by Lawrence Thornton, famous singer and Emmett O'Brien's orchestra. The food served at the dinner had been quick-frozen by the process before it was prepared.

Curley Hits Service Charge of 50 Cents as Illegal

Dissatisfied with the adverse decision of the State Public Utilities Commission, Mayor Curley last night directed Corporation Counsel Samuel Silverman to carry to the Supreme Court the city's fight to force the Boston Consolidated Gas Company to abolish its monthly service charge of 50 cents to each customer.

IF CITY WINS

In the event that the city wins its case in the highest court in the State, not only will the gas company be enjoined from billing its consumers for 50 cents each month as a service charge, but it will be required to refund over \$3,000,000 which it has collected from about 250,000 customers in the past two years, the Mayor said.

The Mayor contended that under a law enacted in 1927 the gas companies have no legal authority to enforce a service charge, which he branded as "an arbitrary imposition authorized by the Department of Public Utilities." The department was supposed to represent and protect the public, the Mayor said, contending that in the present case "the interests of but one party, the gas company's, were considered." He protested that it was not until the Koppers interests gobbled up the Massachusetts gas companies that the service charge was imposed. This action he characterized as "the ruthless policy of the octopus, the gigantic gas trust."

DR. COTTON AT CALL OF HOSPITAL

Becomes Consulting Surgeon After Resigning



DR. FREDERICK J. COTTON
Who resigned as surgeon-in-chief at City Hospital, and becomes consulting surgeon.

After tendering his resignation earlier in the day as surgeon-in-chief at City Hospital, Dr. Frederic J. Cotton of 512 Commonwealth avenue, Back Bay, internationally known bone expert, last night accepted an appointment from Mayor Curley as consulting surgeon on the hospital staff.

29 YEARS AT HOSPITAL

The exacting demands of his private practice forced Dr. Cotton to give up his important post at the hospital after 29 years of service. Anxious to continue Dr. Cotton's association with the hospital, Mayor Curley urged an acceptance of a post of consultant, and Dr. Cotton accepted.

In tribute to Dr. Cotton, Mayor Curley said, "In the past 29 years you have given a professional service marked by the highest character and unremitting labor and devotion to the best interests of the City Hospital. In other words, you have devoted the best years of

your life making the Boston City Hospital the greatest municipal institution of its character in the entire world.

"The city of Boston owes you a genuine debt of honor."

Aids Many Hospitals

Dr. Cotton occupies a distinguished place in the world of medicine and surgery. He is consulting surgeon to many hospitals including the New England Hospital for Women and Children, Beth

Israel Hospital, Quincy City Hospital, Arlington Symmes Hospital, Cape Cod Hospital, United States Veterans' Bureau, Peterborough Hospital, Peterborough, N. H.; Eastern Maine General Hospital Bangor; Rutland Hospital, Rutland, Vt.

He is a member of the board of governors of the American College of Surgeons, and a fellow of the American College of Surgeons, in addition to being one of the founders' group of the same organization, 1910, and a former regent. Dr. Cotton was graduated from Harvard with an A. B. in 1890 and an A. M. and an M. D. from Harvard Medical School in 1894. He studied in New York, Germany and abroad, and has seen service in Children's and Boston Dispensary, as well as being a surgeon in the army during the Spanish-American war at Montauk Point.

To City Institution in 1898

He went on temporary service at City Hospital in 1898 and joined the permanent staff in 1902. During the World war he was in volunteer service at the liaison office with General Noble, and in reconstruction service after the war was surgeon-in-chief at Walter Reed Hospital, Washington, with the rank of major. He was also surgeon-in-chief at Parker Hill Hospital.

When he resigned yesterday he occupied the posts of president of the staff and senior surgeon-in-chief.

RECORD 7/8/31

CURLEY WANTS GAS CO. REFUND OF \$3,000,000

Seeking a refund to consumers of over \$3,000,000, Mayor Curley yesterday directed Corporation Counsel Samuel Silverman to enter an appeal to Supreme Court from the Public Utilities department decision in the matter of service charge made by the Boston Consolidated Gas Co.

Silverman will contend that the Legislature by statute in 1927 forbade the gas company to impose a service charge upon its customers. He maintains the company is required to confine its charges to consumption of gas shown by meter readers.

"The service charge is an arbitrary imposition authorized by the Public Utilities department," Silverman points out, "and in this case it is plainly evident that the interests of but one party were considered, namely the Boston Consolidated Gas Co."

Post 7/8/31

INVENTOR GUEST AT CITY BANQUET

Birdseye, Discoverer of Quick-Freezing Process, Hailed as Great Contributor to Mankind



Great cities of the world usually reserve their receptions for the martial victor, the daring aviator or a visiting prince. But Boston last night established a precedent by paying tribute to Clarence Birdseye,

an inventor, who stepped out of the quiet of his laboratory to hear himself lauded as the man who has contributed more to the happiness and pleasure of mankind than any other citizen in a half century.

GUEST OF CITY

Mr. Birdseye was the guest of the city at a banquet tendered him in the Ritz-Carlton hotel, at which were gathered a group of distinguished citizens of the city. Although a native of New York and an adopted citizen of Boston, the Hub laid claim to him because of the tremendous value that his invention, the Birdseye Quick-Freezing Process, will be, especially to the fishing industry centred here. As the inventor himself explained it:

"Seventy-seven per cent of the world's food supply is now highly perishable and can be transported and stored only with difficulty and extreme waste, if at all. Quick-freezing offers a sure means of eliminating inedible waste from such products at the point of production, packaging them compactly, sealing in all their intrinsic deliciousness and food value, and then rendering them as imperishable as paving stones, so that they may be safely shipped anywhere and held as long as necessary.

"Thus perishables may be grown in whatever part of the world they can be produced to the best advantage, and consumed wherever and whenever they are required. Surely this holds out possibilities of momentous changes in agricultural practice, transportation facilities, tariff problems and even international relations.

Gives Real Demonstration

"Quick-freezing holds out to New England possibilities of rejuvenated agriculture and enlarged fisheries, since her most perishable farm products can be conserved for consumption throughout the year and her sea foods shipped to all parts of the United States and exported to the four quarters of the globe."

The inventor then gave a working example of his process. He produced two cakes of smoking dry ice that had a temperature of 112 degrees below zero. Between the cakes he laid two limp slices of sirloin steak. In 10 minutes the steaks were so hard that when Mr. Birdseye cracked them on an ice cake, they broke with brittleness.

Mayor Curley, who presided, declared that the inventor had "successfully accomplished that which has baffled scientists since the beginning of the world, the preservation of perishable food so that nothing of the quality and flavor of the food will be lost."

The Mayor described the importance of the fishing industry to Boston and how a larger and greater market for that product is now opened up. He compared the Birdseye process with the McCormick reaper, which eliminated famines throughout the world. But the Mayor saw in the Birdseye process a means of curtailing war, for, as he cited, many wars result from hunger on the part of the citizens.

New eating table vistas were opened by C. M. Chester, Jr., of New York, the president of the General Foods Corporation. By the Birdseye process, he said, strawberry shortcake will be as seasonable and as reasonable on Christmas Day as on the Fourth of July. The housewife will buy a steak as easily as a package of breakfast food and green peas and spinach will be ready for cooking merely by opening the packages and removing the contents.

Nature's Own Method

"Your guest of honor will be known to posterity as the man whose vision inventive genius and scientific work have made it possible for us, in civilization, to enjoy the benefits of nature's own food refrigeration method, as employed in the polar regions."

Gardner Poole, executive vice-president of the Birdseye Packing Company, stressed the importance of food in the daily scheme of things by stating that

GHOISE 7/8/31

CURLEY BLAMES NICHOLS FOR NOT BUYING HOSPITAL SITE

Ex-Mayor Retorts That Parker Hill Project Would Have Cost Six Millions or More and Was a "Wild" Proposal

Ex-Mayor Nichols was blamed yesterday by Mayor Curley for the failure of the city of Boston to secure the property on the top of Parker Hill as a site for the institutions for the incurable and aged persons now at Long Island.

Mr Curley's statement was made at a conference at the Mayor's office, at which the proposition was vetoed that the city buy the Massachusetts Memorial Hospital properties on Harrison av and use them as a part of the City Hospital for the Long Island patients.

At the conference the question was raised as to the possibility of removing the chronic patients to the mainland and Mayor Curley said that when he left office after his first term the medical and surgical fraternity was unanimously in favor of the Parker Hill site for such an institution and that money was provided for the erection of the first unit. He said it was unfortunate that his predecessor scrapped this program and likewise unfortunate that approximately \$1,500,000 was expended at Long Island during his predecessor's term, so that the investment there is now so large there is no possibility of transferring the hospital to the mainland until the Long Island property depreciates in value.

Nichols Replies

Mayor Curley's statement brought a quick reply from Mr Nichols who issued a statement saying, "It is no cause for any regret that the predecessor of His Honor, the Mayor, declined to carry forward the proposal that the Long Island institutions be transferred to the top of Parker Hill. The top of this hill offered no peculiar advantages as a mainland site and indeed was quite generally criticized as unsuitable, as the records will show.

"Moreover, no money had been made available, except to start this project, whose ultimate cost was estimated at from \$6,000,000 to \$10,000,000. I thought it wild then and I think so now.

"The immediate need when the Mayor's predecessor took office was to provide modern, commodious and com-

fortable quarters for the helpless and infirm. This need the city promptly met."

When Ex-Mayor Nichols' statement was read to Mayor Curley last night, he declared, "I'm afraid the position of the ex-Mayor is rather untenable. I accept the judgment of competent authorities as to the location of a hospital in preference to that of a politician."

Doctors Hard to Get

Explaining the situation when he was Mayor for the first time, Mayor Curley said it has been impossible to get doctors and surgeons of first-class colleges to take positions at Long Island. He said the men appointed to take charge there are largely graduates of obscure colleges and mostly from the Far West and South.

He emphasized that the post is not attractive to high-class physicians and surgeons because of the time consumed in traveling there to give personal attention to the patients.

The question as to the availability of Parker Hill as a hospital site, Mayor Curley said, has been settled by men of standing. He pointed out that the Brigham Hospital, the Baptist Hospital and the Massachusetts Women's Hospital are all located on Parker Hill and all have been enlarged in the last five years. It cannot be said, he continued, that the men responsible for these hospitals are lacking in intelligence when they select Parker Hill as the best site in the entire city. He said the Corey Hill and Brooks Hospitals, on a similar site, are among the best in Massachusetts, and declared that the section in a half-mile radius of Parker Hill includes all of the principal hospitals of the city, with the exception of the Massachusetts General Hospital and the Boston City Hospital.

Mayor Curley also said the Massachusetts Memorial Hospital is raising \$10,000,000 to build a hospital on the highest point in Brighton, on Commonwealth av.

Dickering for Land

The City Hospital staff told the Mayor yesterday that a 2000-bed hospital would be the limit for Boston and that when the present program is completed there will be 1800 beds at the City Hospital. They did not consider it advisable for the city to take over the Memorial Hospital property.

The city is negotiating for land now used by the Curtis & Pope Lumber Co, and it was agreed the city would have more than enough land for its needs for the next 100 years.

Mayor Curley, after the conference, admitted it looked as if there could be no change from Long Island for the next 15 or 20 years because it would hardly be advisable to scrap new buildings worth \$2,500,000.

He expressed the hope that some of the patients at the Long Island Hospital will be able to leave there as a result of the Old Age Assistance Act, many of them being there simply because they have no means of support.

MAYOR CURLEY SENDS HIS CONGRATULATIONS TO BURKE

Mayor Curley yesterday sent his congratulations to Billie Burke, new open golf champion of the United States, at Toledo, O.

The Mayor's message read as follows:

"Kindly accept my hearty congratulations upon your great triumph. From steel puddler to national open golf champion of the United States in 10 years is a magnificent accomplishment. Your great victory is another evidence that the door of opportunity in this country lies open for those who possess the same intelligence, skill and courage as yourself. Am certain that the presence of Mrs Burke in the gallery at Inverness did your game no harm. I sincerely trust we may have opportunity at no distant day to witness your game in Boston."

TRANSCRIPT 7/8/31

Birdseye Freezes Steak at Banquet

During the dinner which Mayor Curley gave at the Ritz-Carlton last night to Clarence Birdseye, inventor of the quick-freezing process which bears his name, and to C. M. Chester, Jr., president of the General Foods Corporation, and William H. Raye, president of the General Seafoods Corporation, Mr. Birdseye surprised the fifty or more guests with a demonstration of his process. Producing two cakes of smoking dry ice that had a temperature of 112 degrees below zero he placed two slices of sirloin steak between them and in ten minutes the steaks were so hard that when cracked on the ice they broke with brittleness.

Mayor Curley declared that Mr. Birdseye had succeeded in accomplishing with his process that which had baffled science since the beginning of time—the preservation of perishable foods so that even a year after treatment nothing is lost in flavor or quality. He declared also that Mr. Birdseye had made a contribution to the welfare of mankind which gives promise of being the greatest in volume and value in a half century of American history.

Mr. Birdseye spoke of the prospect of the production and distribution of quick-frozen foods becoming an industry of tremendous importance, the process offering a sure means of eliminating all inedible waste and holding out to New England possibilities of rejuvenated agriculture and enlarged fisheries. Mr. Raye said that the New England fishing industry will benefit greatly. Gardner Poole, executive vice president of the Birdseye Packing Company; Melville D. Liming, secretary of the Boston Chamber of Commerce; Frederic S. Snyder and Mr. Chester also spoke in complimentary vein.

Globe 7/8/31

MAYOR CURLEY GREETES KING PHILLIP



KING PHILLIP PRESENTS MAYOR CURLEY A BOLT OF KING PHILLIP BROADCLOTH

King Phillip, the Indian who has been giving a demonstration of broadcloth weaving in the C. F. Hovey Company windows this week, paid a call on Mayor Curley yesterday, and presented him with a bolt of King Phillip broadcloth which was woven at the King Phillip Mill, in Fall River.

King Phillip, who is a very shy and retiring individual, had with him, as his spokesman, Sanford Litwin, men's furnishing buyer of Hovey's, through

whose efforts the Indian was brought to Boston.

King Phillip will remain at Hovey's all this week, where he is attracting thousands who watch him steadily weaving fabric at his 1800-pound loom, which was sent here from Fall River. He is surrounded by Indian tom toms, bows, arrows, wampum and all manner of equipment reminiscent of old Indian lore.

King Phillip broadcloth is a famous New England fabric which is used in making the finest New England-made men's shirts.

DR COTTON PRAISED BY MAYOR CURLEY

Dr Frederic J. Cotton, for 29 years a member of the staff of the Boston City Hospital, resigned yesterday as surgeon-in-chief because of the pressure of his private practice, and is now consulting surgeon to the hospital.

Mayor Curley, in a letter to Dr Cot-

ton, said he had accepted the resignation with great regret and continued:

"In the year 1902 you accepted the surgical office in the Boston City Hospital, and in the 29 years that have intervened you have given a professional service marked by the highest character and untiring labor and devotion to the best interests of the hospital.

"In other words, you have devoted the best years of your life in making the Boston City Hospital the greatest municipal institution of its character in the entire world.

"The city of Boston owes you a genuine debt of honor.

"May I assure you I deeply appreciate your offer to serve any emergency which may arise at the Boston City Hospital in the years that are to come?"

CITY APPEALS FROM BOARD'S GAS RULING

Service Charge Forbidden by Law, Says Mayor Curley

Corporation counsel Samuel Silverman, at the direction of Mayor Curley, instituted proceedings yesterday in the Supreme Judicial Court, appealing from a recent decision of the Massachusetts Department of Public Utilities in the matter of the service charge of the Boston Consolidated Gas Company to consumers. A favorable decision for the city would mean, according to Mayor Curley, a refund to consumers of \$3,000,000.

According to Mayor Curley in a statement yesterday:

"It is the contention of the corporation counsel for the city of Boston that the Legislature, by a statute passed in 1927, has forbidden the gas company to impose a service charge upon its customers and that the company is required to confine its charge to the consumption of gas as shown by meter readers. The service charge is an arbitrary imposition authorized by the Department of Public Utilities and has no relation to the consumption of gas.

Says Ruling Not Impartial

"The Public Utilities Commission was created to act as arbitrator in cases of the public versus the public utilities corporations and when the commission was created the supposition was that their judgments would be based upon facts and absolutely impartial. The question has frequently been raised as to the impartiality but in this case it is plainly evident that the interests of but one party were considered, namely the interests of the Boston Consolidated Gas Company.

"Prior to the acquisition by the gigantic gas trust known as the Koppers Company, a service charge was never exacted by the Boston Consolidated Gas Company and in all probability if the 'octopus' had remained outside of this territory the old system would still be in operation and the so-called service charge would not be exacted.

Alleges Ruthless Policy

"The Koppers Company today is one of the largest companies operating in the gas field and the same ruthless policy has ever characterized gigantic consolidations of this character is almost immediately put in operation upon the entry into Massachusetts and the acquisition of the Boston Consolidated Gas Company.

"The statutes of Massachusetts have always been construed as being non-elastic and meaning clearly what the language was intended to convey. Yet, in the decision of the Public Utilities Commission a meaning other than what the language unquestionably conveys was read into a statute and was so interpreted by the Massachusetts Public Utilities Commission.

MAYOR PRAISES CLARENCE BIRDSEYE FOR WORK IN REFRIGERATION FIELD

Inventor Gives Some Idea of What Quick-Freezing Process
Will Mean to the World, Especially New
England's Fishing Industry



CLARENCE BIRDSEYE

Acclaimed by Mayor Curley and New England business leaders as a genius "whose contribution to the welfare of mankind gives promise of being the greatest in volume and value in a half-century of American history," Clarence Birdseye, inventor of the Birdseye quick-freezing process for foods, was introduced to the people of New England last night at a dinner given in his honor by the Mayor.

The introduction was accomplished by means of a radio broadcast over the Yankee Network of WNAC from the French Room of the Ritz-Carlton, where 50 business and industrial leaders gathered to join with Mayor Curley in paying honor to the unassuming man whose invention "is being discussed all over the world."

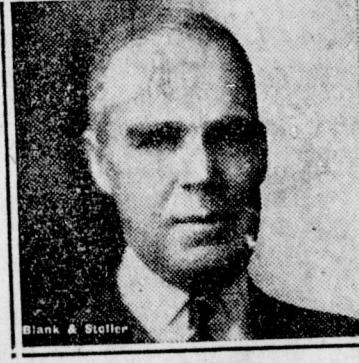
"Mr Birdseye," declared Mayor Curley, "has succeeded in accomplishing that which has baffled science since the beginning of time,—the preservation of perishable foods so that, in the passage of time, whether it be a day or a year, nothing may be lost of their flavor and quality."

Some Great Benefits

A general idea of what the quick-freezing process will mean to this country and the other Nations of the world in solving problems of transportation and distribution was given not only by the Mayor but by Mr Birdseye himself, C. M. Chester Jr, president of the General Foods Corporation; William H. Raye, president of the General Seafoods Corporation, and many others.

All, however, stressed the great importance of Mr Birdseye's contribution to New England. Mayor Curley, outlining the history and position of the fishing industry in New England, declared that "to no section of the United States does this invention mean more than to our own."

"We anticipate, through this process, not only better markets for New England, but larger markets," he said, painting a colorful picture of the sea products of New England being transported, as fresh as when they left the deep, to all parts of the United States.



C. M. CHESTER JR

Curley Abandons Hospital Plan

Following a conference with the trustees of the Boston City Hospital and members of the surgical and medical staffs, Mayor Curley announced the abandonment of his plan to purchase the buildings of the Homoeopathic Hospital on East Concord street, South End, and create a hospital for the chronic sick of Long Island. Sentiment was decidedly against the mayor's plan and in making the announcement Mr. Curley said:

"It seems clear that there must be a lapse of from fifteen to twenty years before the transfer of the hospital for the chronic sick to the mainland can be justified. I regret exceedingly that my predecessor failed to carry through the plans which I started during the latter part of my last term for the erection of a hospital for the chronic sick at Parker Hill.

"I cannot, in view of the judgment of the trustees and surgical and medical staffs of the City Hospital, further contemplate the addition of the hospital for the chronic sick to the City Hospital. We cannot scrap these buildings at Long Island without deliberately throwing away the money expended there during the term of my predecessor."

When former Mayor Nichols was told of Mr. Curley's criticism, he said:

"It is no cause for any regret that the predecessor of his honor, the mayor, declined to carry forward the proposal that the Long Island institutions be transferred to the top of Parker Hill. The top of this hill offered no peculiar advantages as a mainland site, and, indeed, was quite generally criticized as unsuitable, as the records will show. Moreover, no money had been made available except for the start of this project, whose ultimate cost was estimated at from \$6,000,000 to \$10,000,000. I thought it wild then and think so now."

TRAVELER 7/8/31

Among Our Best Citizens

DR. FREDERIC J. COTTON, for twenty-nine years surgeon-in-chief of the Boston City Hospital, has resigned to devote his time to private practice exclusively.

Mayor Curley said:

"You have devoted the best years of your life to making the Boston City Hospital the greatest municipal institution of its character in the entire world."

What is the use of trying to comment adequately on the work done by this man? It cannot be done. We must be content to let him know that we do appreciate what he has given to his fellow men and women.

And out of his great heart, Dr. Cotton has told the mayor that he is ready at any time to serve should the need arise.

It is encouraging to read that there are men like this in the world. They go along doing their glorious work and not making any noise about it.

The Mayor's Portrait

AN oil portrait of Mayor Curley has been completed.

From an artistic point of view the portrait no doubt is excellent because the artist enjoys an enviable reputation, but as a portrait of Jim Curley it looks to us more like Eddie Dolan.

RECORD 7/9/31

GLOBE 7/9/31

Skilled Indian Weaver Visits Mayor Curley



King Phillip, Indian who has been giving demonstration of broadcloth weaving in the C. F. Hovey Company windows last week, is shown being presented with blackthorne cane by Mayor Curley during his visit to City Hall yesterday. He was accompanied by his spokesman, Sanford litwin, men's furnishing buyer of Hovey's who brought the Indian to Boston. The King presented His Honor with a bolt of King Phillip broadcloth, woven at King Phillip Mill, Fall River. He will continue his demonstration at Hovey's this week.

HERALD 7/9/31

BOSTON CITY HOSPITAL

Dr. Frederic J. Cotton, who has retired to private practice after twenty-nine years as surgeon-in-chief at the Boston City Hospital, and Dr. David D. Scannell both stand high in the community. The going of the one and the coming of the other are fresh reminders of the position which this institution occupies.

To be sure, it has often felt the hand of politics. Frequently it has been assailed severely. Possibly it could be administered more economically and just as efficiently as a private enterprise. Nevertheless, it has done astonishingly well, ranking today among the best of the kind, having a reputation more than national, and attracting skilful students from local medical schools and distant parts of the world. Dr. Cotton was an admirable surgeon-in-chief; the mayor's letter to him on his resignation from the staff was well merited. Dr. Scannell is well qualified to be his successor.

The great success of the Boston City Hospital is due to many causes. The mayors have taken pride in it and have done their utmost to maintain its standards. The city council, although some members occasionally give a whoop, seize the tomahawk and jump the reservation, has been fair and generous on the whole. Such men as Dr. Frank B. Mallory have given it a high professional reputation as a centre of research. The trustees, who, like the surgeon-in-chief, are unpaid, have been so scrupulous in addition to their debts, that a first-class tradition has grown up.

'NOT IN POLITICS,' ATTWILL'S RETORT TO THE MAYOR

"I am not in politics."

This was the only comment Chairman Henry C. Attwill of the Public Utilities Commission made yesterday in connection with Mayor Curley's criticism of the board in refusing to declare null and void the 50 cents monthly service charge imposed by the Boston Consolidated Gas Company.

The commission was charged by Mayor Curley with considering only the gas company in its deliberation on a petition which would have wiped out the service charge. His charge was made in announcing that he had directed Corporation Counsel Samuel Silverman to appeal to the State Supreme Court from the action of the commission in dismissing the petition.

Wycliffe C. Marshall, counsel for petitioners in the telephone rate case now before the Public Utilities Commission, filed yesterday with the commission a request that at the next session of the hearing, Thursday, July 16, the company produce as witnesses Thomas J. Feeney, assistant to the president of the New England Telephone & Telegraph Company, to testify about publicity expenditures, etc, and also Vice Pres Clarence Mac-Davit.

POST 7/9/31

NEW PARKING

RULE HELD UP

12-Hour Alternate Plan

May Omit 200 Streets

Mayor Curley's proposition to install 12-hour alternate parking in downtown streets from Massachusetts avenue to the waterfront, will not be a reality for some weeks and even then in all probability will not include about 200 streets in that section.

It had been expected that following the conference Friday between Mayor Curley and members of the traffic commission that the rule would be passed at today's meeting. It was learned last night that there is no hope that the new bill will be passed today.

That Police Commissioner Hultman has taken a different conception of last week's agreement than was generally taken was also learned. The commissioner, who announced himself in favor of the plan, will ask the commission to omit about 200 streets from the scheme.

These are mostly narrow streets and streets where no parking is now allowed. While Commissioner Hultman refused to comment on the matter last night, it is known that he is of the opinion that Mayor Curley did not intend to allow parking on streets where it is now banned.

Globe 7/9/31

INNES HOST ON LINKS

Mayor Curley and Fred Wright Are Among Guests at Golf Party



AMONG THOSE PRESENT AT HATHERLY

NORTH SCITUATE, July 9.—Partially clearing skies chased the morning mists to greet Charles H. Innes and his annual golf party and jollification at the Hatherly Country Club this afternoon. "Charlie's" jamboree has become one of the high spots of the South Shore Summer season and the gathering of talent that tramped the soggy fairways to battle par and occasional bands of mosquitoes looked like a list from "Who's Who."

The small but select group of officeholders and business and professional men ran from the Mayor of Boston, James M. Curley, to the owner of a big-league baseball club, Judge Erill Fuchs of the Braves, and to make the golfing end of the party really

official, Fred J. Wright Jr was on hand to contribute his championship talents. Francis Ouimet was unable to appear.

Mayor Curley was a little peeved to find that he had not been matched with William J. Davidson, president of the A. & P. Stores, as his honor, having won about everything else, was particularly anxious to annex a few cases of canned goods.

On the other extreme, Judge Fuchs was happy in the thought that news from the Braves-Brooklyn battle, no matter how bad, could not spoil his golf game. Nothing could spoil that, according to the genial judge.

The party gathered at the home of Mr Innes here and motored to the country club, where mine host, "Char-

lie," matched the foursomes to a mummy, although, when Fred Wright's tee shot at the 188-yard third hole landed on the green and inspired "Chuck" Weathers, Frank Deland and Alvin Simonds to duplicate the shot, the other foursomes protested that Fred should have been allowed to divide his time among them all to even things up.

However, there was nothing serious about the scoring and the party broke up at Mr Innes' home after the usual dinner.

The list of guests follows:

Mayor James M. Curley and son, Leo; William J. Davidson; Wilfred W. Lufkin, collector of the port; Thomas W. White, collector of internal revenue; Judge Frank S. Deland; Judge Emil E. Fuchs; William J. Long, park commissioner; Henry J. Nichols, vice president National Shawmut Bank; Fred J. Wright Jr.; G. D. Weathers; Arthur P. Russell, vice president, N. Y. & H. R. R.; Daniel Gurnett, Gurnett & Co.; Frank D. Comerford, president, New England Power Association; Guy W. Cox, vice president, John Hancock Mutual Life Insurance Company; Alvin T. Simonds, president, Simonds Saw and Steel Company, and Mr Innes' son, Charles J. Innes.

HERALD 7/9/31 15 BOSTON STREETS OPENED TO TRUCKS

Traffic Board's Ruling to Go Into Effect July 20

Fifteen of the 30 Boston streets from which trucks are excluded will be open to commercial vehicles on and after July 20 as the result of a vote yesterday of the traffic commission.

It was voted also to close Hyde Park avenue to motor traffic from North-bourne road to Wyvern street and to prohibit parking of motor vehicles on both sides of Bourne street beginning today and for a period of about 45 days until the covering of Stony brook is completed.

By a third vote of the commission, beginning tomorrow and continuing until Labor day East Fourth street from Farragut road to P street and East Sixth street from P street to Farragut road, South Boston, will be one-way streets.

Mayor Curley's alternate parking plan was discussed at length. The commission voted to instruct Traffic Engineer John Hurley to visit the Strandway, South Boston, Sunday to survey the traffic problems there.

Streets opened to trucks beginning July 20 are:

Bakersfield street from Willis street to Stoughton street; Bushnell street from Ashmont street to Weyanoke street; Carruth street from Ashmont street to Codman street; Centre street from Dorchester avenue to Washington street; Centre street from Elliot street to Belgrade avenue; Corey street from Centre street to Weld street; Dawes street from East Cottage street to Willis street;

Manly street from Centre street to Weld street; Melville avenue from Dorchester avenue to Washington street; Moraine street from Centre street to Jamalacaway; Perlins street from Centre street to Jamalacaway; Pleasant street from East Cottage street to junction of Pleasant and Stoughton streets; Sumner street from Columbia road to Stoughton street; Vermont street from Baker street to Lagrange street; Wessex street from Weyanoke street to Codman street.

CHOSE 7/9/31

HERALD 7/9/31

15 BOSTON STREETS OPENED TO TRUCKING

Several Other Traffic Changes by Board

The recommendation of Mayor Curley that the Traffic Commission repeal rules forbidding trucks on certain residential streets resulted yesterday in the passing of a new regulation by the Traffic Commission, reducing by half the number of streets on which trucks are forbidden.

Included in the list of 15 is Moraine st, on which the Mayor's home is situated, at the corner of Jamaica way. Other streets in that section are also affected by the rule.

Present at the weekly meeting of the Traffic Board yesterday were all its members excepting Commissioner Joseph A. Rourke, who signified his intention some time ago of remaining away from meetings because of the personalities indulged in by its members. Yesterday's meeting was quiet and was conducted in a businesslike manner.

Streets Still Restricted

Among the streets on which trucks are still forbidden are Marlboro st, Bay State road and Beacon st. This area is entirely made land and many of the buildings are built on piles. The rumbling of trucks has caused damage to buildings there in the past, and, with this in mind, the board decided to leave the no-truck rule in force.

Center st, from Elliot st to Belgrade av, a part of Route 1 that extends from Maine to Florida, was opened to trucks under the order. When Mayor Nichols presented a bill to widen this street the bill named it as a "parkway" when the widening was finished. Under present rules, trucks are forbidden from all parkways. Mayor Curley had the designation changed when he started his present term, so that Center st will not be a parkway. Trucks previously forced to use Wash-

ington st will have a choice between the two streets when the rule goes into effect on July 30.

Stuart st, between Clarendon and Dartmouth sts, previously one-way due to construction of a building in the rear of the Copley-Plaza, became two-way yesterday, when the Traffic Commission voted to abandon the emergency rule in this case as construction work has been halted, with no assurance of the time when the work will be renewed.

Prison Point Bridge One-Way

Prison Point Bridge will be one-way from Cambridge to Charlestown for the next month, beginning today, due to construction work on the bridge.

Hyde Park av, between Northbourne road and Wyvern st will be closed for 45 days, beginning today, due to the construction of a conduit for Stony Brook by the city of Boston. The detour runs along Neponset av, Bourne st and Walk Hill st. Elevated service will not be interrupted but will continue over a special track built for this period.

Parking on the ocean side of the Strandway will be forbidden next Sunday, due to the heavy traffic and the numerous bathers. Traffic Engineer John F. Hurley will make a special study of this section and recommend permanent rules to relieve the situation.

Mayor Curley's alternate parking plan was discussed by the board, but action will be deferred until a thorough study of the streets included in the plan has been made.

Streets Opened to Trucks

The streets through which heavy trucks may now pass are:

Bakersfield st, Dorchester, from Willis st to Stoughton st.
Bushnell st, Dorchester, from Ashmont st to Weyanoke st.
Carruth st, Dorchester, from Ashmont st to Codman st.
Centre st, Dorchester, from Dorchester av to Washington st.
Centre st, Jamaica Plain, Roslindale, and West Roxbury, from Elliot st to Belgrade av.
Corey st, West Roxbury, from Centre st to Weld st.
Davies st, Dorchester, from East Cottage st to Willis st.
Maple st, West Roxbury, from Centre st to Weld st.
Melville av, Dorchester, from Dorchester av to Washington st.
Moraine st, Jamaica Plain, from Centre st to Jamaica way.
Perkins st, Jamaica Plain, from Centre st to Jamaica way.
Pleasant st, Dorchester, from E. Cottage

LONG ISLAND HOSPITAL

Honors are even in the breezy little controversy between his honor and his ex-honor relative to the Long Island Hospital for the chronic sick. If the city now had millions to spare, the institution might very well be transferred to another site on the mainland. If Mayor Nichols had been embarrassed by a huge surplus, he would have been justified in seeking new quarters. As there is a shortage at present, and the investment on Long Island is large, Mayor Curley cannot pull up stakes. Our expenditures there were not negligible even when Mr. Nichols became mayor, and he was deterred by the same considerations which caused Mr. Curley to accede to the present arrangement. Each of these gentlemen is entirely sincere. If Mr. Nichols were at City Hall now, and Mr. Curley were on the outside looking wistfully in, probably the developments would be the same.

Our communities have not yet shaken off the customs and practices which grew up in an earlier period and are now outgrown. We still erect armories in the cyclopean manner. We utilize some of our most attractive places for penal and charitable buildings. We tolerate expensive overlapping of governmental agencies. We have not kept pace with the industrial tendency to unify and economize. If we were to reconstruct our hospital department anew today, the quarters for the chronic sick would be placed elsewhere—not necessarily on Parker hill, but certainly in a section easily reached. Probably that step will be taken in the remote day when we can spend ten or twenty million dollars and not feel the drain.

NATIONAL ROOSEVELT CLUB HONORS CURLEY

Mayor Curley was named as the honorary president of the National Franklin D. Roosevelt Club for President in the organization papers filed yesterday with the Secretary of State's office at the State House by Whitfield Tuck of Winchester.

Mr. Tuck will serve as president of the Roosevelt group here, with James F. Heslin, vice-president; P. Joseph McManus, second vice-president; Mrs. Kathleen E. Kiggin, treasurer, and William H. McMasters, executive secretary.

RECORD 7/9/31

Curley Presents Irish

Shillelagh to Ancients

A blackthorn stick, for centuries the emblem of authority, takes its place today among the relics of the Ancient and Honorable Artillery Company. Mayor Curley yesterday presented a fine example of Irish shillelagh to the company.

Contracts for Repairs in 3 Schools Awarded

Three contracts for school repairs, totalling more than \$17,000, were awarded yesterday by Mayor Curley. Installation of fire-escapes in the George Putnam school, Roxbury, costing \$5300; new boilers in the William E. Russell school, Dorchester, costing \$8232, and roof repairs to the Abraham Lincoln school, South End, for \$3872.

CRIMES BOOST CITY BUDGET BY \$107,000

Indications are that the cost of crime in Suffolk County will show an increase of 25 per cent for the year, Mayor Curley announced today while preparing his supplementary budget for presentation to the City Council Monday.

Included is \$107,000 additional for Suffolk County superior criminal courts and Dist. Atty. Foley's office.

Of this sum \$60,000 is for jurors' salaries; \$35,000 for witness fees; \$8000 for transportation in extradition cases; \$2500 for additional clerical assistance in the office of the district attorney and \$1500 of transcript of evidence in the Garrett trials.

Mayor Curley said he had been informed that in the first six months of this year there were 1042 more criminal cases tried in Suffolk superior courts than in any other six months in their history.

The Mayor said also that Boston must be relieved of the cost of financing the higher court cases of Chelsea, Revere, and Winthrop. Boston bears all costs of Suffolk County, he said, and yet the fines assessed in Chelsea Court go to that city.

AMERICAN 7/10/31

AMERICAN 7/10/31

AN IRISH TOMAHAWK



"Uh—heap good medicine," declared King Phillip, a full-blooded Indian, giving a weaving demonstration in the C. F. Hovey Company's store window, as Mayor Curley presented him with an Irish blackthorn cane. King Phillip presented His Honor with a bolt of cloth worth much wampum. (Staff Photo.)

MAYOR, INDIAN SWAP GIFTS

King Phillip, a full-blooded Indian, visited Mayor Curley yesterday and presented him with a bolt of broadcloth and in return received one of the now famous "blackthorns."

King Phillip is giving a demonstration of broadcloth weaving in the display windows of C. F. Hovey Co., during the week. He works a an 1800-pound loom which was sent here from a Fall River mill.

Sanford Litwin, men's furnishing buyer of Hovey's, accompanied King Phillip on his visit to City Hall.

GLOBE 7/10/31

REPUBLICAN PROPOSES CURLEY FOR PRESIDENT

**Hislop, New Hampshire G. O. P. Committeeman,
Calls Mayor One of Nation's 15 Greatest Men**

If the entire personnel of the Republican national committees felt about Mayor James M. Curley as does Albert Hislop of Portsmouth, New Hampshire representative on that body, the next President of the United States would be Boston's present Mayor.

"I'm a Republican, but I'd vote for Curley for President," said Committeeman Hislop at the Parker House this afternoon following a visit to the Mayor's office. "I class James M. Curley with the 15 greatest men in this country today."

As a remembrance of the visit Mayor Curley presented Mr Hislop one of the shillalabs he brought back with him from Ireland. "Money can't buy that stick," said Mr Hislop, "I don't know when I ever was so pleased with any gift."

Curley and Hislop are old friends. They have golfed together in Florida, here and in New Hampshire. Mr Hislop recalled that he was playing with Mayor Curley at Ormond, Fla. the time His Honor made a hole in one. While at the Mayor's office he invited Mayor Curley to go to Portsmouth for a week-end of golf, an invitation the Mayor accepted.

Senator George H. Moses, another friend of Mayor Curley, will probably be in the foursome, too. And if Committeeman Hislop continues his missionary efforts in behalf of James M. Curley, New Hampshire may walk into the next convention flying a Curley banner. The Democratic boom for Curley aimed only to the Vice President's chair. This Republican national committee one-man boom would put him in the White House.

TRANSCRIPT 7/10/31

Fifteen Streets

Opened to Trucks

**Traffic Commission Takes
Curley's Advice — Back
Bay Still Exempted**

At a meeting of the Traffic Commission today, presided over by Chairman Joseph A. Conry, fifteen of the thirty streets which have enjoyed exemption from heavy trucking were ordered available to all kinds of vehicular traffic without restriction. This action followed the suggestion of the mayor last week when he told the board that, with the possible exception of Beacon street, where houses are built on piles, he could see no reason for the special privileges enjoyed.

The streets ordered restored to old-time privileges today are as follows:

Bakersfield street—Willis street to Stoughton street.
Bushnell street—Ashmont street to Wey-anoke street.
Carruth street—Ashmont street to Cod-man street.
Center street—Dorchester avenue to Washington street.
Center street—Elliot street to Belgrade avenue.
Corey street—Center street to Weld street.
Dawes street—East Cottage street to Willis street.
Maple street—Center to Weld street.
Melville avenue—Dorchester avenue to Washington street.
Morraine street—Center street to Jamaica-way.
Perkins street—Center to Jamaica-way.
Pleasant street—East Cottage street to Stoughton.
Sumner street—Columbia road to Stoughton street.
Vermont street—Baker street to La-grange street.
Wessex street—Weyanoke street to Cod-man.

Dr Frank E. Rowe presided, and Mr Mullen was presented by Mayor Andrew A. Casassa. Guy Sweeney led the singing and there were duets by Dr Paul Donovan and city engineer James A. Lockhart, and Sydney Curtis and Fred Bennison.

Globe 7/10/31

MAYOR'S NIECE AMONG THE BRIDES OF EARLY SUMMER



MRS. STANTON R. WHITE
WHITE

One of the largest receptions of the season was held at the Copley-Plaza Hotel, following the wedding of Miss Sally Paula Curley, daughter of Mr and Mrs John J. Curley and niece of Mayor James M. Curley, and Stanton Reid White, son of Mr and Mrs Augustus E. White of Boston, Newton and Scituate.

In the presence of 1000 persons, Rev Fr Casey of St Patrick's Church, Roxbury, united the couple recently. The bride was attended by her sister, Margaret Curley, as maid of honor and Mrs Harold Savage, matron of honor. The bridesmaids were Miss Rita and Miss Mary Eileen Curley, sisters of the bride; Mary D. Curley, daughter of Mayor Curley; Audrey White, sister of the bridegroom; Eleanor Murphy, Kathleen Mahoney, Mary and Thelma Murphy and Frances X. Curley.

Paul Curley, son of the Mayor, was best man. Ushers were J. Burke Sullivan, Richard Nolan, William Doyle, James Alphen, W. Arthur Reilly, Frank Long, Eugene Doherty, Leo Curley, Cornelius O'Callahan, John A. Sullivan, William Bulman and Lieut Bartley Hogan, U. S. N.

AMERICAN 7/10/31

Politics and Our Airport Washington's Arbitrary Demands

Without the aid of the government and despite the discouragements from Washington, Mayor Curley will go ahead with the development of the East Boston airport.

When the flats are reclaimed, the hydroplane ramps built and new hangars constructed, at a cost of \$700,000, Boston then will have an airport of 700 acres, probably the finest in the world.

In view of the fact that the city of Boston was willing to expend \$1,250,000, including development of Governor's Island, owned by the national government, for airport purposes, and in view of the fact that she will expend in excess of \$17,000,000 for construction of the East Boston tunnel and the numerous highway boulevards that will connect the airport with the heart of the Metropolitan District, the demands made by the Washington administration were not only arbitrary but outrageous.

Boston was not only to develop an island which now has no military or commercial value, but if she listened to the demands of the Administration she was to construct military roadways, dirigible landing-masts and military aviation hangars of peculiar suitability to the national government and for which the national government should have been glad to pay.

If Boston happened to be not a Democratic city, possibly we would have seen a more generous display of the human sympathy and constructive enterprise which this Administration is supposed to possess.

HERALD 7/10/31

CURLEY SUMMONED IN \$300,000 SUIT

Witness in Action Against City by Architects

Mayor Curley walked into the Suffolk county court house today on summons right on time to be a witness in a \$300,000 suit brought by O'Connell & Shaw, architects, against the city of Boston, and on learning from Clerk Cleson S. Curtice, in charge of assignments on the jury waived list of the superior court, that the case was not reached and would not be for the day, promptly returned to his office in City Hall.

The suit is brought to recover \$160,093 and interest for services as architects on hospital buildings on Parker Hill under contract signed July 31, 1925, and approved by the mayor. The plaintiffs, Timothy G. O'Connell of Newton and Richard J. Shaw of Brookline, doing business as the firm of O'Connell & Shaw, architects, allege that they were only paid \$21,925 on the contract, though they had provided preliminary sketches, and the contract provided that when such sketches were completed and approved the value of their services should be reckoned as three-fifths of the commission of 6 per cent. on the cost of all work. After such sketches were complete, the suit says, work on the buildings was suspended and the city refused to allow the plaintiffs to proceed.

AMERICAN 7/10/31

That Gas Charge City Joins in Fight on Meter Fee

The city of Boston, dissatisfied with the decision of the State Department of Public Utilities, will go to the courts in a final attempt to void the vexatious meter fee levied upon its consumers by the Boston Consolidated Gas Company.

The theory of the meter charge, we are told, is to exact a minimum income from gas consumers that may liquidate the cost of furnishing them gas service.

Its net effect is to assess a cost upon the small users of gas and, therefore, the people least able to afford it.

The big fellows have a way of taking care of themselves. The city of Boston, as it should, now throws its support to the rank and file of people whose cause otherwise might be lost by default.

Extraneous fees, like the meter charge, will never be accepted by the public without complaint. For generations they were accustomed to pay for the gas they used. Any other process of levying charges upon them will be regarded with suspicion.

Along the South Shore, summer cottagers find they are compelled to pay a minimum of \$15 for their telephone service, or go without it.

We hear high-sounding speeches about the need of promoting New England as a summer vacationland and about the need of extending gas, electricity, telephone and other public utilities among our people. In action, we find numerous practises which prevent, delay or discourage those developments and expansions.

AMERICAN 7/11/31

DEVELOPMENT PLAYED AS AID TO PORT CO.

Mayor Lauds Project as Aid for the Jobless in District

The Good Government Association today directed a new broadside at Mayor Curley, attacking his defense of the East Boston strandway construction project.

Through its secretary, S. S. Shepard, the association issued a statement which said:

"Mayor Curley's defense of the proposed East Boston strandway is more significant for what he leaves unsaid than for what he says.

"He fails to question the fact that it will benefit the Boston Port Development Company at the expense of all the people of Boston—a significant omission!

"He has no worthy defense for it as a traffic project; he fails to show in the least why the city

should bear the cost for the metropolitan district.

"Why does he so carefully evade these questions?

JOBLESS PLEA ATTACKED

"His sole recourse is to the over-used pleas of unemployment relief and a big prediction of increased property values.

"Surely His Honor the Mayor can find some better project by which to relieve unemployment, if that is his intention, than this.

"What a strange form of unemployment relief for the city to spend the much needed million or more when it primarily benefits one private corporation. How puny is a suggestion for an isolated midway beginning in a small park and ending next to a coal yard, in comparison to school building needs or an improvement of the 1300 streets City Hall has just admitted to be in bad shape.

"Fabulous increases in land values are easily claimed, but not so easily proven. Unfortunately Mayor Curley fails to state whose properties will thus increase in value.

MAYOR LAUDS PROJECT

"If the value of the project be to surrounding property (mainly that of the Boston Port Development Company) that company might well build the road itself or at least bear the major portion of the cost."

With regard to the association's original attack on him printed in

TRAVELER 7/10/31

Served 36 Years—Patrolman Spring Also Retires

A plumber and a motorman were appointed to the Boston police force in 1895. Both went far in the esteem of the men they worked for and with. One of the men by steady promotion reached the rank of captain, while the other meritoriously performed the duties of patrolman for the last 36 years.

Through the signature of Mayor Curley yesterday both men, born on the same day in the same year, were retired from the police department.

Capt. John S. Ridlon, a former motorman, was one of the men. In charge of City Point station, he was appointed to the department Nov. 8, 1895. He served at the Back Bay station until he was made a sergeant in 1907 and went to the Hanover street station. In 1918 he was given the rank of lieutenant and went to Hyde Park. As the last captain appointed by Herbert A. Wilson, former commissioner, he came to headquarters Feb. 14, 1930. He took command of the City Point station last May.

Patrolman Francis Spring, once a plumber, was also appointed in 1895 and also was stationed at the Back Bay station. He afterwards served at the Hanover street station, police headquarters, Field's Corner station and then at the Lagrange street station from where he was retired. He had been at the latter station since July 30, 1923.

Both men were born on June 23, 1866, and have reached the retirement age of 65 years.

its organ, City Affairs, the mayor said:

"It contains a criticism of contemplated public projects which differs in no degree, other than perhaps its being more violent and less truthful, from similar attacks made against every contemplated project that is now a reality."

MCDONOUGH REPLIES

He cited the Dorchester rapid transit system, the airport and the Franklin Park municipal golf course as examples of public improvements which, though scoffed at, netted greatly improved income.

The statement of the association also drew a blast from William J. McDonough, president of the Port Development Co.

POST 7/11/31

MAYOR APPROVES SCHOOL BUDGET

Mayor Curley last night signed his approval of the school department budget calling for the expenditure of additional appropriations totalling \$6,334,356.09, which was adopted by the school committee at its meeting on last Monday night.

This brings the school budget to date up to \$12,969,556.09.

over \$351,000 has been settled by the city for only \$100,000.

"The first offer of settlement at \$125,000 came on April 17, 1923, from Mr William M. McMorrow (present city collector), counsel for the East Boston Company and for 'persons proposing to become interested in reorganizing the company.' The names of these persons were not given. Throughout the correspondence of the city officials indefinite words and phrases, such as 'persons,' 'certain interests,' 'new company,' were used, thereby concealing the identity of those interested other than the East Boston Company.

But, though in 1928, at the time of the settlement, the assessed value of the land was reduced \$702,800 (from \$1,672,500 to \$969,900) it still remained close to \$1,000,000, or about three times the indebtedness to the city, and the only work for the city to do was to register its tax deeds and thus dispose of the land for the sum due it.

Calls Flats "White Elephant"

"The East Boston flats have long been an almost worthless 'white elephant' to their owners. Most of the marshland must be condemned if a strandway is to be built. The company's land on the East Boston side of the route may, however, increase greatly in value. Thus the 'white elephant' would be taken off their hands and their other holdings greatly increased in worth. In fact the company might even cede the flats free to the city and yet find the venture profitable.

"Clearly, most of the benefits claimed by the administration for East Boston and Boston more accurately accrue to the Boston Port Development Company. Logically the company should pay the major cost of the strandway, but will it do so?

"Thus it is that Boston is faced with a plan for a 'strandway' along unsightly salt marshes. The ultimate cost is unknown; it is not justified as a traffic by-pass, nor as a scenic attraction. It should never have been considered as a strictly city project. It will largely benefit one corporation at the expense of all the citizens of Boston.

"What can be said for such a proposition? The Mayor has promised to spend \$35,000,000 in East Boston before retiring from office. How much of it will be spent in the vicinity of the Boston Port Development Company's holdings? How does he plan to spend the remainder?"

Mayor's Statement

Mayor Curley's statement, in part, follows:

"The real serious problem confronting not only Boston but every American city today is that of providing work rather than dole for self-respecting heads of American families who in the wealthiest nation in the world are still finding it impossible to employ their labor. These projects, and every other public undertaking upon which work was either contemplated or performed during the past year, have been projected for but one purpose, namely, the substitution of self-respecting labor for the dole.

"During the first six months of the present year, 1931, the expenditures of the Public Welfare Department for the needy, and exclusive of Mothers' Aid and Soldiers' Relief, has been in excess of \$500,000 each month and there is no indication at the present time, notwithstanding the tremendous effort that is being made, that there will be a material reduction in the remaining months of the year.

"The only substitute for the dole is work, and I have endeavored to provide the same wherever and whenever possible, and to the present time the returns from expenditures made have justified the program that has been followed.

Cites Airport Development

"The airport development should be completed within the current year and, upon the completion of the tunnel to East Boston, will be the most accessible and best equipped airport in the world.

"It is but natural that the uninformed and the unintelligent small-minded men from obscure villages, who are selected to edit City Affairs, should air their views, the adoption of which views would result not only in a policy of complete stagnation of municipal enterprise and progress but in an enormous increase in the already tremendously large expenditures for public welfare work.

"My chief concern, since assuming the office of Mayor in 1930, has been to provide work and wages for the people of Boston. It has been no easy task and yet I propose continuing at that task regardless of the criticism that may emanate from the small minds of smaller men whose vision is dwarfed by both prejudice and inexperience."

MAYOR NAMES GROUP TO DEVISE FEES SCHEDULE

A new schedule of fees for licenses and permits issued by city departments will soon be drawn up by a committee appointed by Mayor Curley late yesterday.

Mayor Curley's purpose in creating the committee was to devise a schedule of fees that would make various city departments self supporting. In the past revenue of some departments has failed to meet expenses.

The committee consists of Budget Commissioner Charles Fox; John Casey, city censor; Corporation Counsel Samuel Silverman; Thomas J. Hurley of the street commission; Assistant City Clerk John Hynes, and Bernard Kelley, chief clerk of the Public Works Department.

MAYOR APPROVES SCHOOL COMMITTEE'S BUDGET

Mayor Curley late yesterday approved the budget and annual appropriations order of the Boston School Committee which was passed by that body at their regular meeting last Monday night. Expenditures totalling \$6,334,356.09 are called for.

Gift of Blackthorn Wins Republican Stalwart for Curley for President

The vote of Albert Hislop of Portsmouth, Republican national committeeman of New Hampshire, was yesterday pledged to Mayor Curley, whenever he tries to become President of the United States.

Whether the gift of an Irish blackthorn stick to Hislop caused him so effusively to indorse the mayor, who is a friend of many veras, or whether it was natural regard for the Boston Democrat, was not disclosed by Hislop, but his impromptu speech in the lobby of the Parker House was an unlooked for outburst of non-partisan politics.

Hislop, who has played golf with Mayor Curley at Ormond, Fla., dropped in on him yesterday morning to extend an invitation to a week-end golfing party at Portsmouth. The presence of Senator Moses of New Hampshire was one of the lures held out by Hislop.

"I can beat either of you or any of

the rest of your New Hampshire Republicans," said the mayor, who remembered that he once made a hole in one at Ormond while Hislop looked on.

The gift of the blackthorn stick inspired Hislop to declare later: "I'm a Republican, but I'd vote for Mayor Curley for President. I class him with the 15 greatest men in this country today."

Somebody wanted to borrow the Irish walking stick, but Hislop refused to part with it, even for a brief period. "Money can't buy that stick," he said. "I don't know when I ever was so pleased with any gift."

After learning that Hislop had pledged him his vote, the mayor declared that he must arrange to spend a week-end as his guest. "Perhaps I can get George Moses to pledge me his vote and then I'll start with the support of two distinguished New Hampshire Republicans," he said.

G.G.A. CALLS CURLEY PROJECT "MUDWAY"

City Affairs Article Declares East Boston Strandway Would Benefit One Company

"City Affairs," a publication of the Good Government Association, in its current issue, brands Mayor Curley's East Boston Strandway project as the "East Boston Mudway" and points out that since the Boston Port Development Company owns most of the adjacent land, the project is little more than a subsidy to any land development that corporation may make.

"The roadway would touch Boston Port Development Company land at almost every foot of the way," the article says. "In many places this corporation's land flanks the proposed route on both sides."

It points out that the case is clearly one where those directly benefited should pay the cost, but declares that, on the contrary, the city has announced no intention of such procedure. It explains that a loan of \$1,000,000 for this project is now before the City Council.

The article asserts that the ultimate cost of the project is unknown, but that it would take millions to make it of scenic value because of the mud flats in the vicinity.

Expects Increased Values

Mayor Curley, commenting last night on the charges, said he felt certain that the increase in property values at East Boston, as a consequence of the development of the Strandway in the Orient Heights section, will net the city a return within two years of its completion several times in excess of the amount necessary for the amortization of the bonds issued. He said he based this claim upon experience in the development of the South Boston Strandway.

"It will, in addition, remove an unhealthful eyesore and provide impetus for a really development in a section where it is greatly needed," he said.

G. G. A. Article

The article, in part, follows:

"Now that the loan order for the East Boston Airport is passed, the next step in the Curley administra-

tion's \$35,000,000 program for this district would appear to be the initial loan order of \$1,000,000 for the East Boston Strandway soon to be voted on by the City Council.

"These facts stand out in any consideration of the strandway project: Boston can ill afford the expenditure at this time. There is little general demand for it outside the district affected. The ultimate cost is unknown. It will neither be vitally necessary nor greatly useful as a traffic by-pass. Only the expenditure of millions can make it of scenic value. The work should be a metropolitan and not a city project, if carried out at all. Boston needs other improvements far more than this. And finally, the benefits of any such project will accrue largely to one private corporation.

"Despite these conclusive and condemning facts, the loan order is reasonably sure to pass the City Council unless the citizenry of Boston take drastic steps to protect their interests.

Called "Hardy Perennial"

"This proposal has been a hardy perennial in the Massachusetts Legislature. Twice it has been investigated by state commissions and twice has been weakly reported as 'desirable' in itself, but its cost questioned. Neither commission felt able to recommend that it be carried out.

"The project is also included in the proposed Thoroughfare Plan for Boston as Project 52, and for some inexplicable reason was placed in the first construction period there, although no attempt is made in that document to demonstrate either any need for it or value of it. It is noteworthy that it is discussed in the Thoroughfare Plan as a 'metropolitan project.'

"This year's strandway bill was introduced at the request of Mayor Curley. The bill originally reported from committee made it a metropolitan project with one-half the cost defrayed by the Commonwealth. When opposition arose, the agreement was made that the City should assume the entire cost. The House Ways and Means Committee, apparently discouraged by the many reversals of its decisions, seemed figuratively to throw up its hands in despair and reported back the bill. Since the City was to bear the entire cost of a metropolitan project, outside legislators naturally voted for it and the bill quickly passed.

Description of Project

"So much for the history of the proposal. It is now before the City Council.

all in the form of a loan order for \$1,000,000. What the ultimate cost will be is uncertain. Mayor Curley spoke of it as a \$1,600,000 proposition before the House Committee on Military Affairs in Washington. Its ultimate cost may easily exceed both figures.

"A strandway is contemplated along the East Boston waterfront starting at or near the terminus of Neptune road, from World War Memorial Park, through the flats of the Boston Port Development Company, easterly of the Boston, Revere Beach, and Lynn Railroad, and along or adjacent to Bayswater st westerly of the Belle Isle Inlet Bridge.

Flats and Lowlands

"Such a 'strandway' will run through and along millions of square feet of low, salt-marsh and flats extending far into the bay. Most of its route is flanked by flats and lowlands, the major portion of which was the property of the Old East Boston Company and now belongs to its successor, the Boston Port Development Company.

"The nature and extent of the flats may be better understood when it is realized that the land extending on a line roughly 1½ miles east from the coast near Neptune road over to the nearest point in Winthrop averages only slightly more than two feet above mean low water level.

"To preserve such a road as a strandway, all these flats privately owned and seaward from the route will have to be condemned. To make it of scenic attraction, extensive filling landward and dredging seaward, as well as general improvement of the surrounding region, must be accomplished.

"Tremendous Ultimate Cost"

"The tremendous ultimate cost of such a procedure may easily be startling and its ultimate results disappointing. When all the money is spent, Boston will find itself with only

a mud-flat "strandway" beginning in a small park and ending relatively nowhere—a semideserted mudway to Belle Isle Inlet.

"So long as Boston has hundreds of unimproved streets and scores of points with critical traffic congestion, any attempt to justify a remote strandway by the excuse of traffic relief is little short of ridiculous.

"City officials have long protested against bearing an undue share of metropolitan expenses, yet in this case they meekly accept the entire burden for an enterprise they have recognized as metropolitan.

Flanks Port Company Land

"The roadway would touch Boston Port Development Company land at almost every foot of the way. In many places this corporation's land flanks the proposed route on both sides. The company owns some 30,000,000 or more square feet of land and flats in East Boston assessed, under the name of 'The East Boston Development Company,' for \$1,072,000 in 1930.

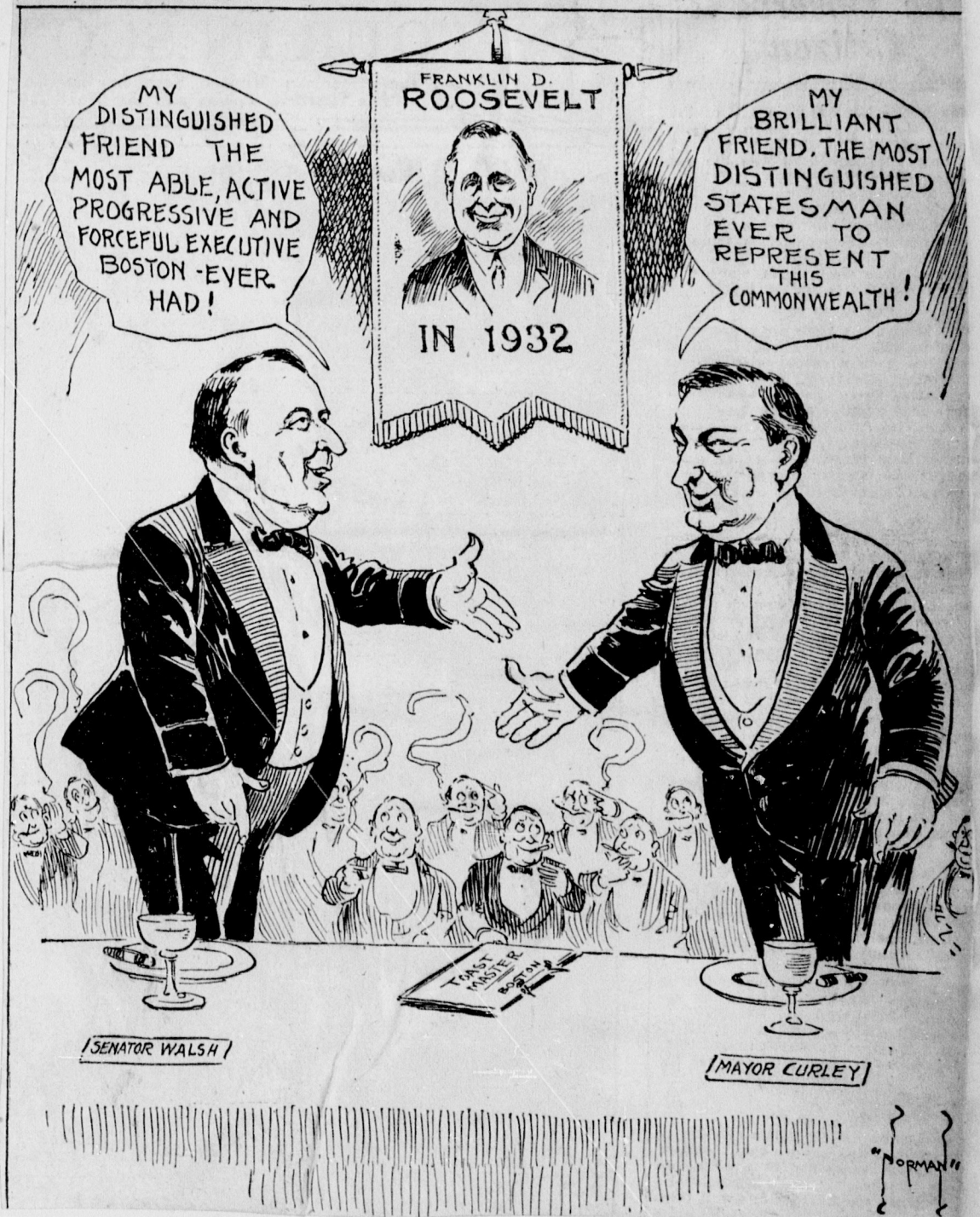
"In case the Council unwisely votes the loan, it will be interesting to note the price paid for the land purchased and riparian rights secured.

"In this event the Finance Commission's report of Dec 3, 1928, will be interesting. Excerpts follow:

"In the Spring of 1928, the East Boston Company owed the city the sum of \$295,000 for taxes and assessments, covering the years 1922-27, inclusive. This sum consisted of both taxes on realty and other charges, such as sidewalk and sewer assessments. In addition, costs, interests, etc, increased this sum to \$351,327.17. This debt of

Post 7/11/31

THE SOOTHING ROOSEVELT INFLUENCE



Globe 7/11/31

GOVERNORS ISLAND PROJECT MAY HANG FIRE FOR MONTHS

Friends of Airport Extension See Little Chance That
War Department Will Share Expense—
Several Questions Still Undecided

News and Notes of What Is Happening In the Field of Aviation

By C. JOSEPH HARVEY

Mayor Curley's statement early in the week that he would ask the Federal Government to share, possibly to the extent of \$500,000, in development of Governors Island because the War Department demands certain reservations in the pending lease, has made uncertain the airport extension program involving the island.

Grave doubt is expressed by advocates of the development that such a deal can be made, in view of the Government's economy program, and they fear it will be months, if not years, before the project is completed.

Mayor Curley is content to let the work wait until such a time as the War Department definitely determines how much land it will require, and until questions of operation and supervision are decided.

Meanwhile the Mayor does not intend to further delay important improvements at the Boston Airport.

It was raining hard when Mayor Curley and Chairman William P. Long of the Park Department appeared at the Boston Airport Monday, but neither of the executives seemed to mind it. They made a complete survey of the airport, discussed things with reporters and returned to the city. Mayor Curley painted a bright future for the airport.

TRANSCRIPT 7/11/31

Big Paving Job in Charlestown

Within a few days Rutherford avenue, Charlestown, from Chapman street to and including City square, will be torn up to repaving by Carmen & Repucci, the lowest of twelve bidders. The successful bid was \$45,268, while the highest bid, referred to by the mayor as "silly," was for \$77,000.

BREAKING THE NEWS TO MAYOR CURLEY

SCENE: Mayor's office, City Hall.

TIME: This morning.

Stranger enters, intensely excited.

Stranger—Where's Mayor Curley. I must see him at once.

Mayor's Secretary—What's the trouble.

Stranger—I have some startling news for him.

Mayor's Secretary—Well, if it's important, you may see him. But if it's too startling, break the news gently to him.

* * *

Mayor Curley—What can I do for you?

Stranger—I have some amazing news for you.

Mayor—So? What is it?

Stranger—I heard a whistle this morning.

Mayor—Can that be?

Stranger—Yes, honest, I did.

Mayor—Well, what of it?

Stranger—Yes, sir, I distinctly heard a whistle. And it was a steam whistle.

Mayor—A steam whistle? Was it on a locomotive?

Stranger—No, sir, it was on a stationary engine.

Mayor—On a stationary engine—well, what's so amazing about hearing a steam whistle on a stationary engine?

Stranger—Terribly amazing, Your Honor, if you only knew where that stationary engine was.

Mayor—Well, where was it?

Stranger—Your Honor, are you prepared for a shock?

Mayor—Yes, go ahead, tell me where that engine was.

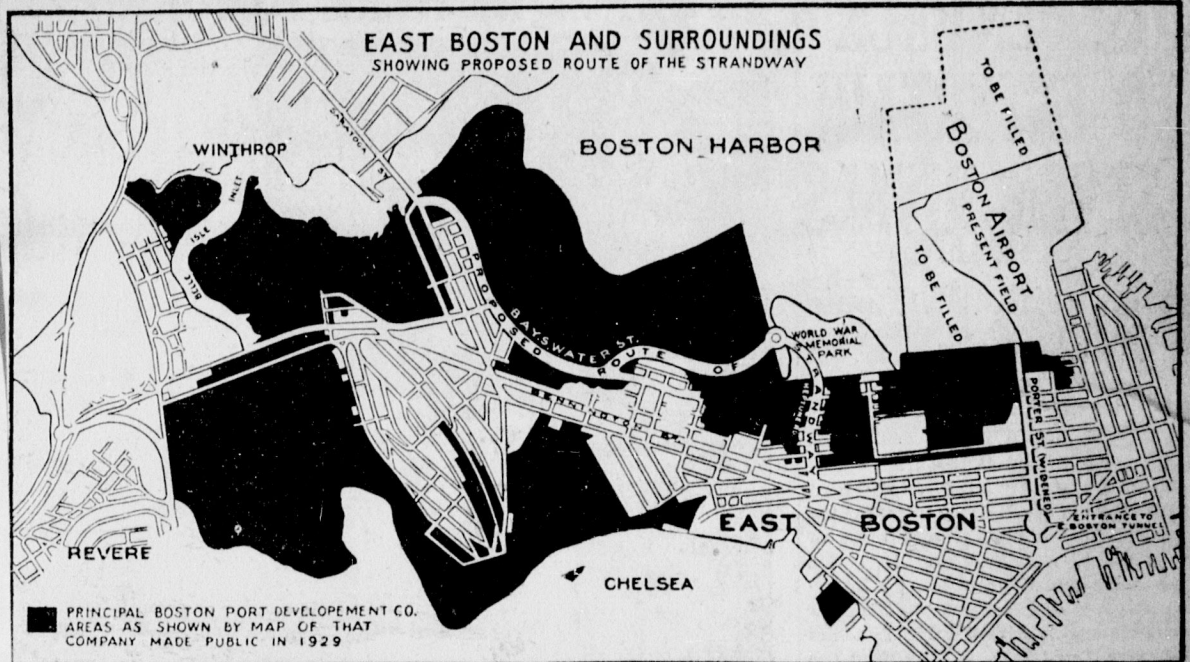
Stranger—It was in the Postoffice hole—a stationary engine actually at work in the Postoffice hole.

* * *

The Mayor collapses, moaning something about "My poor cow, what will she do now?"

TRAVELER 7/11/31

Curley Answers G.G.A. Attack Which Calls Strandway E. Boston Mudway



Map of East Boston, prepared by the Good Government Association, showing the proposed \$1,000,000 East Boston strandway. The Boston Port Development areas are shown in black

Terms Criticism Less Truthful Than Previous Assaults on Mayor's Plans

"A criticism of contemplated public projects which differs in no degree, other than perhaps in its being more violent and less truthful, from similar attacks made against every contemplated project that is now a reality," is Mayor Curley's answer to an attack of the Good Government Association on the plan for the development of the East Boston strandway.

The association characterizes the project, which will cost \$1,000,000, as "the East Boston mudway" and little more "than a subsidy to any land development that corporation (the Boston Port Development Company) may make."

Mayor Curley charges in reply that the association adopted similar tactics on the project for rapid transit in Dorchester, the airport and the golf course at Franklin Park. Adoption of the views of the association, he says, would mean stagnation of municipal enterprise and progress.

The association says that the situation is one where those directly benefited should pay the cost.

The president of the Boston Port Development Company, William J. McDonald, in a reply to the association's attack, said his company knows nothing about the proposed strandway, other than what has appeared in newspapers, never has seen the plans and, although it does not wish to interfere with any public project, prefers that it be not built.

"The tremendous ultimate cost of such a procedure," the statement continues, "may easily be startling and its ultimate results disappointing. When all the money is spent, Boston will find

itself with only a mudflat "strandway" beginning in a small park and ending relatively nowhere—a semi-deserted mudway to Belle Isle Inlet."

In a later statement, answering the criticism of the mayor, the association says:

"Mayor Curley's defence on the proposed East Boston Strandway is more significant for what he leaves unsaid than for what he says. He fails to question the fact that it will benefit the Boston Port Development Company at the expense of all the people of Boston—a significant omission!"

"He has no worthy defence for it as a traffic project; he fails to show in the least why the city should bear the cost for the metropolitan district. Why does he so carefully evade these questions?"

"His sole recourse is to the over-used pleas of unemployment relief and a big prediction of increased property values."

"Surely his honor the mayor can find some better project by which to relieve unemployment, if that be his intention, than this. What a strange form of unemployment relief for the city to spend the much needed million or more when it primarily benefits one private corporation. How puny is a suggestion for an isolated midway beginning in a small park and ending next to a coal yard, in comparison to school building needs or an improvement of the 1300 streets City Hall has just admitted to be in bad shape."

"Fabulous increases in land values are easily claimed, but not so easily proven. Unfortunately, Mayor Curley fails to state whose properties will thus increase in value. If the value of the project be to surrounding property (mainly that of the Boston Port Development Company), that company might well build the road itself or at least bear the major portion of its cost."

POLICE CAPT RIDLON AND PATROLMAN ARE RETIRED

Capt John S. Ridlon of Police Division 12, South Boston, and Patrolman Francis Spring of Division 4, LaGrange st, went on the retired list yesterday. Retirement papers were signed yesterday afternoon by Mayor Curley.

Both men have passed their 65th birthday. Patrolman Spring, who became a member of the Police Department on Dec 11, 1893, was made a patrolman in April, 1895. He has been doing special work in the theatrical district.

Capt Ridlon became a reserve officer Nov 8, 1895, and a patrolman two years later. April 24, 1907, he was promoted to the grade of sergeant, made a lieutenant May 2, 1918, and on Feb. 13, 1930, a captain. As captain he was assigned to Police Headquarters nights, going to South Boston only a few months ago upon the death of Capt James Hcy.

Classing Mayor Curley as one of the 15 greatest men in the United States, Albert Hislop of Portsmouth, N. H., representative of his State on the Republican national committee, proposes Boston's chief magistrate for President. At best, therefore, Mr Hislop would only class President Hoover as the 15th greatest man in the United States.

Wholesome Food, Sports and Fresh Country Air at Bridgewater Beneficial to Youngsters; Appeal for Funds Made

"Unless you give a small child three full weeks of vacation in the country, with good food and rest, he will fail to get the full benefit of a summer camp," declared Mrs. Nellie M. Duncan, regimental commander of the Boston division of the Volunteers of America today.

The famous leader was preparing for a host of small folks bound for their out-of-door play recess at the Volunteers' summer camp at Bridgewater.

CARE FOR 500 TOTS

More than 500 small folk soon will be housed there—will be drinking gallons of fresh milk, dining three times a day on the best of fresh vegetables and eggs; will be sleeping with plenty of stimulating country ozone blowing above their small heads; will be garnering health with every minute of their presence at the joy-corner of the world—for them.

Today the volunteers' summer camp is a synonym for everything that is pleasure and delight for the little folks. These are gathered by the workers of the Volunteers from the four corners of Boston—children from the ages of four up to good-sized boys and girls of 14. These children are of the group classed as undernourished. They come into their own at the Bridgewater camp. Mothers go there too, take direction of the cottages where groups of little ones are housed—then the big times begin.

They begin full blast next week. Doors will be swung wide open then. Under the direction of Mrs. Fannie Engman, matron and a force of assistants, all the joys of outdoors in the country will be spread before the host of small folks.

ALL KINDS OF SPORTS

Races, games, swinging bees, swimming fests. When under the oversight of competent guards and instructors everyone participates in the raft diving and lake "paddling."

Already some children are there. The activities have started, but they will be wide open this coming week when the major units of children from Boston's South, West and North ends, from Noddle Island and the peninsula district, South Boston, will congregate here.

Few if any summer camps for such a large number of little ones can be said to accomplish greater benefits than does this one.

20 FULL ACRES

Here are 20 full acres of beautiful terrain sloping down to the banks of the Taunton river. Even an adult finds the description mouth-watering. Few rivers in New England can outclass for scenic aspects and beautiful views this stream. The children have it ever under their eyes. Then, too, they have a handsome lake just right for swimming.

The camp, opened 12 years ago, each year gains greater renown. Few mothers of families where many children are growing up and where the needed things of life are difficult to acquire—where summers otherwise would have to be passed amid the sweltering streets of Boston—but know of the Volunteers of America camp and speak in warm praise of it. In very many instances their children have summered there year after year, often the mother her-

self has been greatly recuperated and aided through a few weeks spent at this outdoor elysium.

The Old Farm first bought has been fitted with dormitories for girls' sleeping quarters—with their white enamel beds, their neat curtained windows. The immense old-fashioned barn is for the boys. Formerly, with its haymows bulging with sweet-smelling clover crops—it has been formed by the hand of the builder into a marvel of rooms for the boys. Every provision dear to a boy's heart is provided.

There is a boat house with its canoes, skiffs, other craft for excursioning on the lake, a dining room—what would like be at this magic land without a grand dining room—where everybody gathers three times a day—with all the gusto that healthy appetites beget!

Small folks may be off their feed, when they come, but give them a few days on the farm and the yearning for the table and its heaped plates of vands soon develops.

COTTAGES FOR MOTHER

A generous-sized kitchen with its famous kitchen range—23 cottages for mothers and children—for the smallest of the camp folk all are here.

Camp director over the boys sleeps in the pent house atop the barn. Kid-dies needing more than the ordinary recuperatory processes of "camping out" have for their special benefit a solarium.

There are hikes, story-telling parties, picnics in the pine woods on the farm, band concerts in the town at Bridgewater that the children are permitted to attend under the care of the directors and their aides.

Reveille is at 6:30 A. M. Lights go out in the evening at 8:30 for the smaller folks; at 9 for the older ones.

LONG VACATIONS

This year a newly purchased farm dwelling, the Morrill house, will be used as an administration building, giving that much more room than hitherto has been possible. Long term vacations are the rule here.

Just now an appeal for funds to help maintain this fascinating small folks centre has been made, an appeal which is being sponsored by the members of Boston's city council.

Mayor Curley is the donor of one of the cottages at the camp. Others who have given cottages include: Mrs. Robert F. Herrick, Mrs. Louis K. Liggett, Mrs. Richard Mitton, Mrs. Ernest G. Howes, Mrs. David M. Little, Mrs. Costello C. Converse, Hon. Perley Barbour, William A. Pane, H. M. Bickford, Morris Gest, Max Shoolman, William R. Eaton post G. A. R., Kearsarge naval auxiliary, state department, Women's Relief Corps; Corps 63, Women's Relief Corps; state department, Spanish Veteran's Auxiliary and the Lend-a-hand Club, W. R. C.

Mayor Raps G. G. Critics of Airport

Rising to the defense of his East Boston development project last night, Mayor Curley bitterly assailed the pamphlet "City Affairs" organ of the Good Government Association, for its attack on the airport and proposed strandway as the "East Boston Mudway" and its charge that the West Roxbury golf course is a wasteful expenditure.

The mayor declared that his sole interest was in providing family heads with employment rather than doles, and that he has endeavored to supply work whenever possible. The returns from similar expenditures in the past have always justified the programs followed, he said.

He pointed out that the reclamation and development of the Strandway at South Boston also met with opposition, but has since been cited as the finest municipal park and bathing beach on either coast of the United States. Such a development in the Orient Heights section of East Boston, he stated, "will remove an unhealthy eyesore and provide impetus for realty development in a section where it is sorely needed."

"My chief concern," Mayor Curley declared, "has been to provide work and wages for the people of Boston. It has been no easy task and yet I propose to continue at that task regardless of the criticism that may emanate from the small minds of smaller men whose vision is dwarfed by prejudice and inexperience."

HERALD 7/11/31. DEMANDS CURLEY

OPPOSE OIL FARM

Resolutions were adopted at a protest meeting last night in Blackington school, Orient Heights, calling on Mayor Curley to appear at the hearing by Fire Marshal John W. Reth at the State House, Friday morning, to voice the opposition of East Boston residents to the oil farm in Chelsea creek.

The meeting was held by the East Boston Home Owners' Association, with John J. Corrigan, president, in the chair. About 350 attended. Among the speakers were Representatives Thomas Carroll of Revere, Atty. J. W. Mahoney, Anthony La Centra, and former Representatives Thomas Niland and Robert Dinsmore of East Boston.

At the hearing yesterday, Channing Howard of Winthrop presented for the oil farm permit holders a description of the precautions to be taken to prevent fire dangers and maps showing the relation of the proposed oil tanks to the nearest residences.

STRANDWAY HIT IN G. G. A. BLAST

**E. Boston Project Termed
Subsidy to Port Development Company**

EMPLOYMENT AID, CURLEY REPLIES

The Good Government Association yesterday attacked the proposed \$1,000,000 East Boston strandway as "little more than a subsidy" to the Boston Port Development Company, owner of the flats which flank the projected route of the waterfront traffic highway.

Mayor Curley sharply criticized the association's statement last night, declaring the proposed strandway was an aid to unemployment.

"It contains a criticism of contemplated public projects which differs in no degree," the mayor said, "other than perhaps in its being more violent and less truthful from similar attacks made against every contemplated project that is now a reality."

The president of the Boston Port Development Company, William J. McDonald, in a reply to the association's attack, said his company knows nothing about the proposed strandway, other than what has appeared in newspapers, never has seen the plans and, although it does not wish to interfere with any public project, prefers that it be not built.

Calling the project "The East Boston Mudway," the Good Government Association statement sets forth that it has been a "hardy perennial in the Legislature" and that the ultimate cost, if the city undertakes the improvement, will be tremendous.

"The tremendous ultimate cost of such a procedure," the statement continues, "may easily be startling and its ultimate results disappointing. When all the money is spent, Boston will find itself with only a mudflat 'strandway' beginning in a small park and ending relatively nowhere—a semi-deserted mudway to Belle Isle Inlet."

"Since the major part of the adjacent land belongs to one corporation, such a project is of little more than a subsidy to any land development that corporation may make. The case is clearly one where those directly benefited should pay the cost, yet the city has announced no intention of such procedure."

FLANKS ROUTE

"The roadway would touch Boston Port Development Company land at almost every foot of the way. In many places this corporation's land flanks the proposed route on both sides. The

company owns some 30,000,000 or more square feet of land and flats in East Boston, assessed under the name of the East Boston Development Company for \$1,072,000 in 1930.

"In case the city council unwisely votes the loan, it will be interesting to note the price paid for the land purchased and the riparian rights secured."

Delving into the records of the finance commission the association made known that, in 1928, the East Boston company owed the city \$295,000 for taxes and assessments covering the years 1922-1927 and in addition costs, interest, which raised the city's claim to \$351,327.

This debt of over \$351,000 has been settled by the city for only \$100,000. The first offer of settlement at \$125,000 came on April 17, 1928, from William McMorrow—now city collector and counsel for the East Boston Company and "for persons proposing to become interested in reorganizing the company."

CITES IMPROVEMENTS

The mayor in his statement pointed out that the same objections were raised to several other improvements and cited the rapid transit system in Dorchester, the airport, which he said will be completed within the current year; and the municipal golf course at Franklin park which, although termed an unwarranted luxury, nets an income to the city in excess of \$20,000, according to the mayor.

"It is but natural," the mayor's statement read, "that the uninformed and the unintelligent small-minded men from obscure villages, who are selected to edit City Affairs (the G. G. A. organ), should air their views, the adoption of which views would result not only in a policy of complete stagnation of municipal enterprise and progress, but in an enormous increase in the already tremendously large expenditures for public welfare work."

McDonald, the development company head, said he has never conferred with the mayor on the proposed strandway, nor did he appear when the matter was before the legislature.

"The Good Government Association would do well to be careful," he said. "They might be asked to explain such charges. We have never had anything to do with the proposed road. As we saw the plans in the newspapers we were more or less opposed to it but decided not to interfere. Our land is primarily for industrial sites for the betterment of the port of Boston and such a proposed strandway would in no way assist in bringing industrial plants there."

"The Good Government Association certainly must have a lot of time on their hands. They would do well to get busy on matters that were of importance and be a great help to the community."

HERALD

7/11/31

Mayor Protests at Boston's Bearing All Cost of Courts

Holds Other Suffolk Municipalities Should
Share—Stirred by Growth of Crime—
Prunes Budget Items

Disclosure of a heavy increase in crime in Suffolk county, together with mounting costs of conducting the courts, prompted Mayor Curley yesterday to take a firm stand in favor of requiring Boston's sister municipalities in the county to contribute their share to the support of the courts.

The mayor declared himself on the subject, following a series of conferences with department heads, at which ways and means of pruning supplementary appropriations sought for the balance of the year were discussed.

The request of William M. Prendible, clerk of the superior criminal court, for an additional appropriation of \$107,000 to meet the extraordinary expenses of the county criminal court and the district attorney's office, was accompanied by statistics covering the first half of the year which astounded Mayor Curley and forced the declaration that Boston must quickly seek from the Legislature relief from the rapidly growing burden of county costs, now assumed by the taxpayers of the city.

In commenting on the tremendous increase in the costs of the county courts, Mayor Curley declared that the time had come when Revere, Chelsea and Winthrop should be compelled to assume their share of such county expenditures. He remarked that while Boston provided the court buildings and paid all expenses of judges, clerks and other attaches, the fines collected in the Chelsea district court were taken by the city of Chelsea.

CRIME STILL RAMPANT

"The statistics of the county criminal court," said the mayor, "prove quite conclusively that crime is still rampant in Suffolk county. A record of 1042 more cases in the first six months of the current year than in the similar period of 1930 is a striking indication of the remarkable increase in crime."

In support of his requests Clerk Prendible reported that in the first six months of the present year 5102 cases were entered in the superior criminal court, in contrast with 4159 in the corresponding period of 1930; that there will be 2500 cases on the trial list in September in spite of the fact that 123 more court days were added to the calendar during the past six months.

There is available an appropriation of \$115,000 for the pay of jurors, figured upon an expenditure in 1930 of \$114,000. The bills of the first six months have amounted to \$97,000. The estimated additional appropriation for the rest of the year is \$60,000 and \$35,-

000 more is needed for fees to witnesses.

Because of the insistence of the grand jury for the first half of the year on remaining in continuous session, despite the suggestions of Dist.-Atty. Foley for suspensions of sessions, the cost of the grand jury has been \$8000 more than in the first six months of last year.

A supplementary municipal department budget which will not exhaust the appropriating power of \$503,000 within the tax limit of \$16 and which will make available \$100,000 of \$156,080 requested by county department heads to meet requirements for the balance of the year will be submitted to the city council by Mayor Curley on Monday.

Requests of city department heads for appropriations aggregating \$1,144,438, including \$823,000 sought by the overseers of the public welfare, will be pruned to a figure substantially below the \$503,000 which can be legally appropriated.

Further revision may reduce the tentative amounts determined by the mayor in the conferences with department heads.

WOULD NOT BE GRANTED

In his straightforward talks with the department chiefs the mayor said bluntly that the additional appropriations desired would not be granted. He cannot suggest the appropriation of \$823,000 for the welfare department because of the statutory tax limitation of \$16 but he figures on unexpended balances in other departmental appropriations towards the end of the year to provide whatever money may be needed for welfare department expenses in addition to the amount included in the supplementary budget.

City Hospital trustees asked for \$79,644 of which \$20,000 is wanted for medicines and supplies and \$40,000 for temporary employees, but the request has been considerably pruned.

The sanitary division of the public works department filed a request for \$56,000 of which \$50,000 would be devoted to the payment of temporary employees and the soldiers' relief department will receive its needy fund of \$30,000.

The reserve fund, which the mayor held to \$350,000 in the original budget, has been practically exhausted and an added \$75,000 is believed to be necessary for the remainder of the year; but the mayor withheld decision on this item and may elect to gamble that the demands in the next six months will not keep pace with the records of the first half of the year.

Baths and Golf Make New Records

Park Commissioner William P. Long has reported to the mayor that the new L street bathhouse accommodated 55,570 men, women and children from June 28 to July 4, inclusive, and that up to June 30 the department had issued 1885 annual golf permits for use at the Franklin Park links against 1767 in 1930. New records have been made in both cases.

POST 7/11/31

Police Captain Ridlon of City Point Retired

Less than two months after he had been given his first assignment in charge of a station house, Captain John S. Ridlon of the City Point station was retired from the force yesterday when Mayor Curley signed his retirement papers. Ridlon was 65 years old on June 23.

Signing of the papers came as a distinct surprise in police circles as Captain Ridlon was one of the most active superior officers on the force. He had intended asking for his retirement next fall, he stated, when informed last night of the Mayor's action.

Under the law, Commissioner Hultman is required to send retirement papers to the Mayor when a man, not a member of the compulsory pension system, reaches the age of 65 years.

Curley Refuses to Buy Homeopathic Hospital

Because the city owns sufficient land in the vicinity of City Hospital to care for its needs for 100 years, Mayor Curley decided yesterday against purchase of Homeopathic hospital. Officials of that institution plan a new hospital center in Allston. It had been suggested that their building be taken over as a unit of City Hospital for treatment of chronic diseases.

Post

7/12/31

MAYOR TO FIGHT FOR STRANDWAY

Flaunts the Protest of Real Estate Exchange

Flaunting the opposition of the Boston Real Estate Exchange, Mayor Curley last night announced that he will do everything possible to further the adoption of a \$1,000,000 loan order at tomorrow's meeting of the City Council for the construction of the proposed East Boston strandway from World War Memorial Park to the Winthrop line.

EXCHANGE PROTESTS

Joining forces with the Good Government association in public protest against the development, the Exchange sent to the Mayor a resolution, labelling the proposed strandway as "extravagant and unnecessary," and protesting that it would increase "unjustifiably the heavy burden of Boston taxpayers." In a letter to Secretary Charles E. Lee of the Exchange, the Mayor replied that he "did not share the viewpoint of the committee in the matter." He contended that the Strandway improvement would pay for itself twice over within three years after its completion by increasing taxable property values at East Boston.

Against similar opposition, the Mayor said, the South Boston strandway was built over a "marshy swamp" to increase land values from three to 60 cents a foot and to provide Boston with the greatest recreational centre in the world.

Dorchester Improvement

The same protest was raised against the construction of the \$12,500,000 Dorchester rapid transit system, he said, but when the line was put through there came a \$5,000,000 real estate development and land prices jumped from 10 to 40 cents a foot in three years, while an hour a day was saved for the passengers using the new tunnel.

He promised the same success for the proposed East Boston strandway and insisted that he would do everything in his power to push it through to completion, recalling that he overcame the opposition to the \$5,000,000 Governor square subway extension now saving the city \$500,000 a year in soldiers' relief payments by providing work at from \$5 to \$10 a day to 1200 war veterans.

The Mayor reminded the exchange committee that the State law requires

every city and town to provide employment or relief from \$37.50 to \$100 a month for every World war veteran.

Attacks Federal Policy

Attacking the policy of the federal government, the Mayor declared that it would have been easy for him to sit back like President Hoover and do nothing but offer advice and promises, while 30,000 federal employees were being fired to be followed by 20,000 more soon, according to present plans.

"Had I been content to follow the policy of President Hoover, namely, to ask others to do what I should do myself, my course would have been easy," said the Mayor. "But the individual without employment, and with a family that must be fed, would derive no nourishment from advice or promises. The authorities at Washington have promised much and have been most generous with advice, yet their contribution to the relief of unemployment has been absolutely negligible, with the exception of the reparations programme."

Confident of Success

Declaring that it was a question of giving poor relief without return or wages for public works, the Mayor insisted that he favored the latter policy, and notwithstanding the "position of the Boston Real Estate Exchange or other organizations, agencies or individuals, I shall pursue that policy, content in the belief that when the clouds have lifted and the sunshine of prosperity once more sheds its rays upon our community and America, the policy which I have pursued will be commended rather than the subject of condemnation."

In urging the construction of the East Boston Strandway, the Mayor contended, "There is every indication of a great appreciation in property values upon the completion of the project. And the probability is that within three years the revenue to the city resulting from increased valuations, as a consequence of the Strandway, will be more than sufficient, twice over, to meet the amortization charges."

"From the standpoint of public health, since disease is no respecter of geographical lines, it is important that the Strandway at East Boston, be constructed," said the Mayor. "From the standpoint of providing work for the unemployed, in my opinion, it presents possibilities for the utilization of the services of many men."

CURLEY TO FIGHT FOR STRANDWAY

Reiterates Advocacy of
\$1,000,000 East Boston
Improvement

OTHER PROJECTS CITED BY MAYOR

Professing the belief that his policy of providing some measure of unemployment will ultimately be commended instead of condemned, and citing the ployment relief by a program of public Governor square subway extension, the West Roxbury golf course and South Boston Strandway improvements as examples of the character of the projects of permanent benefit to the city which he has initiated, Mayor Curley yesterday reiterated his advocacy of the \$1,000,000 East Boston strandway and asserted his intention of "doing everything possible to further the adoption of this necessary public improvement."

In a reply to a resolution of the Boston Real Estate Exchange, attacking the strandway project as "extravagant and unnecessary" and one which "would increase unjustifiably the heavy burden of the taxpayers of Boston," the mayor declared his determination to add the East Boston improvement to the major projects started and completed during his administration.

PERMANENT BENEFIT

He prophesied that the permanent benefit to the city will be a marked appreciation of property values in East Boston, comparable with similar appreciations resulting from the construction of the Strandway in South Boston and the extension of rapid transit facilities to Ashmont and Mattapan.

The mayor re-emphasized his belief that the undertaking of public projects of a major character to provide employment to men who would otherwise be compelled to depend on the welfare department for support of their dependents is preferable to the "dole" system, which he considers to be fraught with serious and permanent danger to a municipality or a nation.

He elected to criticize President Hoover and the federal government for contributing nothing more material than "advice and promises" to the relief of the unemployment situation and to assail the presidential demand for rigid economy which, he said, will add 20,000 to the 30,000 federal employees who have lost their jobs since January, 1930.

HERALD 7/12/31

CURLEY DEFIES REALTY MEN ON JOBLESS AID

Will Continue His Public Works
Program Despite Their
Stand Against It

Mayor Curley yesterday warmly defended his program of public works for relief of the unemployed.

In a letter to Charles E. Lee, executive secretary of the Boston Real Estate Exchange, the mayor served notice that he would continue this policy, "notwithstanding the position of the Boston Real Estate Exchange or other organizations, agencies or individuals."

Attacking "the policy of President Hoover, namely, to ask others to do what I should do myself," the mayor offered arguments in support of his plan of relief by public works rather than by the dole.

MAYOR DEFIANT

The mayor's letter was sent in reply to a resolution adopted by the Real Estate Exchange, July 7, declaring that the construction of the proposed Strandway in East Boston, "by the use either of current revenue or of the proceeds of the loan outside the debt limit would be extravagant and unnecessary and would increase unjustifiably the heavy burden of the taxpayers of Boston."

Picking up the gauge, Mayor Curley in his reply announced flatly:

"I do not share your viewpoint with reference to the development of a Strandway or Marine park in East Boston, and shall do everything possible to further the adoption of this necessary public improvement."

Recalling heavy expenditures that have been incurred by cities and towns through providing aid to veterans, the mayor pointed out that "when men have been accustomed to receiving in aid an amount sufficient to provide for the needs of their families without working, it is not going to be an easy task to induce or compel them to assume the responsibility that prior to the present depression they recognized as a duty."

DANGER IN DOLE

"Under the dole system," the mayor continued, "there is always serious danger not only as to the amount of money expended in meeting the demands, but the even greater danger of sapping the initiative and independence and the habit of working that is necessary to the individual citizen."

"The authorities in Washington have promised much and

have been more generous with advice, yet their contribution to the relief of unemployment has been absolutely negligible, with the exception of the reparations program."

The mayor pointed out that there are but two ways in which government may fulfill its duty of providing for the worker and his family:

BENEFITS BOTH

"One, by the dole through the public welfare department and from which expenditure the city derives no material benefit, and the other, by a program of public works which benefits not only the city, but the individual citizen."

"In the adoption of the latter course," the mayor declared, "I am quite certain that your organization will agree that the wiser policy has been pursued."

The appreciation in real estate values through the Strandway improvement in South Boston was cited by the mayor.

CURLEY SPEAKER AS FORESTERS MEET

Mayor Curley last night addressed the annual convention of past high chief rangers of the Massachusetts Catholic Order of Foresters at a banquet in the New Ocean House in Swampscott.

He praised Joseph P. McCabe, retiring high chief ranger, who was presented with a purse of gold by Joseph A. Cohalan, new chief ranger.

Today's session of the convention is reserved for discussion and business meetings.

The party of past officials of the order came to Swampscott yesterday aboard the "Maicaway." City Treasurer Edmund L. Dolan's yacht.

Globe 7/12/31

DECLARES DRY LAW TEST OF DEMOCRACY

Bishop Anderson Talks to
Baraca, Philathea Classes

Democracy, whose leadership and hope is in America, will meet disaster if the prohibition amendment is not enforced, Bishop William F. Anderson of the Methodist Church told the 32d annual convention of World-Wide Baraca and Philathea Classes at a sunset dinner at the Hotel Bradford last night.

Whether constitutional Government is possible under a Democratic Government will be determined by the success of enforcement of the 18th Amendment, said Bishop Anderson. To pass a law such as the prohibition amendment and then fail to enforce it indicates a failure of the democratic system, according to the speaker.

"To go about carrying a flask, openly defying the law, is the act of a fool. We have gone beyond the period of

alcohol in the world. The great achievements of science demand that a man be sober.

"A man whose brain is clouded with alcohol should not be allowed upon the highways and I hope the day will soon come when the motor authorities of the various States will adopt the attitude of the railroads toward drunken operators," Bishop Anderson told his audience.

He urged the group to stand four square against the "remnants of the liquor traffic."

Plea for Warless World

Bishop Anderson also made a plea for a warless world and international brotherhood, which he said was an international ideal that must be worked for. The matter of prohibition enforcement was a National ideal which he held to be essential also.

He criticized America for failing to take the lead, when it was possible, in the movement for world peace and said the only worth-while citizen was the one who was a citizen of the world and viewed affairs with an international viewpoint. Any other consideration of affairs was provincial and narrow-minded, according to the Bishop.

Conry Talks for Mayor

Traffic Commissioner Joseph A. Conry represented Mayor Curley and told the gathering that the world and "our city in particular," would be vastly improved if all adhered to accuracy, whether in religious or political doctrine.

He said that Mayor Curley was hampered by "some who would have the city believe that they are reformers. Our ears are assailed by the shrieking cry that city expenses are increasing. It is true they are; but so are the expenses of organized religions constantly increasing."

He urged a visit to the water park at South Boston as an example of an improvement under the guidance of Mayor Curley.

Rev C. Harry Atkinson read the invocation. There was music by the Baraca-Philathea orchestra and informal singing led by Herbert W. Moran. Albert F. Lyons was toastmaster and the toasts were: Rev C. Harry Atkinson, "Our Guests;" Olive Wesley, "Our Hosts and Hostesses;" R. C. Thompson, "Our New World-Wide Work." Mr Lyons spoke on "Your Share in the Dawn of a New Day."

Gifts Presented

Mrs S. V. Saunders presented the flag, gift for the class which showed the highest ideals, to the Philathea Class of the First Baptist Church, Wichita, Kan. The Philathea Cup was won by the Park Avenue Methodist class of Jacksonville, Ind, but was presented to Loyal Philathea class, First Christian Church of Jacksonville, Fla, which held second place, because it was donated by Jacksonville. Likewise, the State cup, won by Indiana, was presented to New York, second place winner, because Indiana had given the cup.

Baraca Class of Baraca Club, Toronto, Canada, won the Baraca Cup.

C-66E 7/12/31

MAYOR CURLEY URGES STRONG NATIONAL DEFENSE IN TALK AT MARINE CORPS LEAGUE BANQUET



OFFICERS ATTENDING MASSACHUSETTS STATE MARINE CORPS LEAGUE CONVENTION

Standing, Left to Right—D. N. Harding, Commandant Theodore Roosevelt Detachment, Boston; D. L. Clifford, Commandant Worcester Detachment; Lieut H. R. Isenberg, Chairman Convention Committee; A. E. Beeg, National Adjutant and Paymaster, Washington; M. C. Lowe, Retiring Massachusetts State Commandant. Seated—R. A. Trow, New England National Vice Commandant; Capt W. Karl Latons, National Commandant; M. A. Ilch, National Vice Commandant Eastern Seaboard Division.

Mayor Curley stressed again last night the necessity for maintaining a strong national defense. He denounced the pacifists who are weakening the preparedness of the United States.

He was speaking at the convention banquet of the Massachusetts State Marine Corps League in the Hotel Bradford. Also among the guest speakers was Atty Gen Joseph E. Warner, who, with the Mayor, was made an honorary member of the league by Capt L. C. Fowler, U. S. Marines, retired, elected State Commandant yesterday afternoon.

"I attended recently," said the Mayor with a smile, "the rededication of that romantic old frigate known as 'Old Ironsides'. I fear that there I slightly offended Asst Secretary of the Navy, Ernest Lee Jancke, when I said that I was glad to be putting the old ship into commission. I said that, if the pacifists had their way, there might come a time when she would be put back in the same sort of service for which she was originally designed when she was first launched.

Need for Preparedness

"In regard to war, I am partial to the view of it expressed by an old G. A. R. veteran I once knew. He said that if you placed two babies in the same room, put a silver rattle in the corner, locked the door and went away, when you came back half an hour later you would find the lustier of the babies with his hand on the other's throat while he held him down, and waved the rattle in the air with the other hand. No, my friends, human nature is the same all the time.

"Boston is considered one of the most moral of the Nation's cities—perhaps

But no one ever thinks of reducing the numbers of the police force or the Fire Department. World peace is all very well, and arms reduction is all very well, too, but just as long as we have an undefended coast line greater in area than that of all Europe, and as long as all the major countries of the world owe us money, just so long should we be interested in maintaining a strong national defense.

"If we had only considered a proper defense against the economic war in which we are now engaged, the depression today would not be racking our Nation to its very foundations. If preparedness is necessary to the existence of a people, it is also necessary to their welfare."

Other Speakers

Atty Gen Warner outlined the history of the Marine Corps, and pointed out that yesterday was the 133d anniversary of the founding of that branch of the service.

Other speakers were Gen John H. Agnew, representing the Governor; Capt W. Karl Latons, national commandant, Marine Corps League; Lieut Hermann R. Isenberg, toastmaster; Lieut Col Calhoun Ancrum, officer in charge of the New England recruiting district; Charles T. McCarty, Suffolk County commander, A. L., who spoke for State Legion Commander Richard F. Ball; Lieut A. Ernest Beeg, national adjutant, Marine Corps League, and Capt Harold Seidenberg, commander-in-chief of the Jewish War Veterans of the United States.

The committee which aided Lieut Isenberg on the banquet and convention arrangements was composed of Frad A. Curtis, general secretary; Edward C. Fowler, finance; Deane N. Harding, Salem affair; L. W. Ferd-

licity; G. A. MacGillivray, transportation; J. B. Hinckley, music; C. Ashworth, sports; E. L. Stanley, police; H. F. Cunningham, housing; A. L. Andrews, drills; Lawton C. Meredith, special duty.

Capt Fowler Commandant

Capt L. C. Fowler, U S Marines, retired, of Everett, was elected State commandant of the Massachusetts Department of the Marine Corps League at the business meeting yesterday afternoon that opened the two-day convention. Approximately 100 delegates, including both Marines and the women's auxiliaries, gathered in the meeting room of Faneuil Hall to name four officers who will direct the activities of the State Marine Corps League during the coming year.

Jack Grossman of Springfield was chosen senior vice commandant, and Mark Hemingway of Worcester, was elected junior vice commandant. Lieut Hermann R. Isenberg, who has been chairman of the committee in charge of the convention arrangements, was named State adjutant and paymaster.

Capt Fowler, the new commandant, won the Distinguished Service Cross in France during the World War and also holds a Navy Cross for service in China.

Among those attending the meeting yesterday afternoon were D. N. Harding, commandant of the Boston Post; A. E. Beeg, national adjutant and paymaster; M. C. Lowe, retiring State commandant; Capt W. K. Latons, national commandant; M. A. Ilch of Albany, national vice commandant from the Eastern Seaboard Division, and H. R. Hasenberg, chairman of the convention.

The program for today includes an excursion to Salem for a shore dinner and athletic contests.

Post 7/12/31

MAYOR RAGGED BY REFORMERS

**Hampering His Work,
Says Commissioner Conry**

Awards of a cup and three flags for the best results during the past year in the conduct of Baraca and Philathea classes in churches throughout the country, featured a dinner of the delegates to the 32d annual meeting of the Baraca and Philathea Union at the Hotel Bradford last night.

Kansas city was awarded the flags, and cups were given to Jacksonville, Florida, and Toronto, Canada. The State cup was returned to New York which held it last year. The awards were made by Mrs. Sherman B. Saunders of Syracuse, N. Y. The convention will come to a close with a memorial service to the founder, Marshall A. Hudson, at a special sunrise service at 6 o'clock this morning on Boston Common.

Speaking as the representative of Mayor Curley, Traffic Commissioner Conry said:

"Your convention deserves admiration, because its delegates are devoted to truth—the world and our city in particular, would be vastly improved, if all adhered to accuracy, whether in religious or political doctrines.

"Mayor Curley is giving to Boston an administration directed by wisdom animated by conscientious desire. While the Mayor is engaged in noble work, he is hampered, criticized and ragged, by some who would have the town believe that they are reformers.

"Our ears are assailed with the shrieking cry that city expenses are increasing. It is true they are; but so are expenses of organized religion continually increasing. While those who find fault with foreign missions, use their criticism as an excuse for refusal to contribute, your municipal magpie noisily implies wrongdoing whenever city expenses climb high.

"A few socialities who envisage all city conditions in a spirit of brutal envy, condemn any great work of public improvement, but can never be induced to offer a better alternative.

"They hope to perplex and derange the minds and ideals of our people. The cornucopious critic condemns action but ignores logic."

Post 13 7/13/31

Mayor's Son Hooks Big Jamaica Pond Salmon



THE AMATEUR FISHERMAN

Francis Curley, seven-year-old son of the Mayor, with the eight-and-one-quarter-pound salmon he caught at Jamaica Pond yesterday.

While several veteran fishermen of mature years lolled about in their row-boats waiting patiently for a "bite," and others were casting their lines from the boat-landing in hopes of a catch, 7-year-old Francis Curley, the Mayor's youngest son, yesterday caught and landed an eight and one-quarter pound salmon, the largest fish ever taken from the waters of the Jamaica Pond.

Francis has been taking the gibes and good-natured joshing of his father and brothers for the past week because he never yet took a fish home

as proof of his ability as a fisherman. So early yesterday morning, accompanied by Allan Curtis, he went out in the middle of the pond to try his luck.

The two paddled about for more than an hour and the sun was putting Francis to sleep when his line was almost pulled from his hand in one vicious tug.

According to George Pecheron, who has fished in these waters for 40 years, the fish was a Chinook Columbia River salmon, with which the pond has been liberally stocked.

TRAVELER 7/13/31

Post 7/14/31

Hydroplanes and Hydroairplanes

THE city of Boston is to build a base at the East Boston flying field to accommodate planes which alight on and take off from the water.

We have seen this improvement described recently as a hydroplane base. If we are to have it, we might as well say it right. It is not to be a hydroplane base. A hydroplane is a motor boat with planing surfaces on the bottom, a boat which skims and occasionally skips the water.

A hydroairplane is a heavier-than-air flying machine equipped with pontoons or hull, a plane which can go into the air. There is a further development of the hydroairplane, an airplane called an amphibion, which can alight on or take off from either land or water. It has both hull and wheels.

We need a hydroairplane base at Boston. Many sportsmen and commercial houses use hydroairplanes. Boston has been unable to service them. The nearest station is at Rockland, Me. We make money from vacationists. If we have a hydroairplane base, more visitors will be attracted here and more money left in Boston.

HEARLD 7/14/31

Boston Dogs Will Not Be Restrained; Council Rejects 90-Day 'Tie-up' Order

Dog owners of Boston will not be obliged to restrain their canines for 90 days. The city council rebelled yesterday against the decision of State Health Commissioner Bigelow, who believes that restraint of all dogs is an urgent necessity, and voted 12 to 6 against the adoption of the restraining order recommended by Mayor Curley.

It was the first time during his present administration that Mayor Curley has met such a decisive defeat and in the long debate about the need of muzzling or leashing dogs, the usual spokesmen of the mayor were significantly silent.

Councilman Joseph P. Cox of West Roxbury, owner of a dog which has saved three children from drowning, led the fight against the adoption of the restraining order. He had the as-

sistance of Councilman James Hein of Brighton while Councilmen Israel Ruby, Herman L. Bush of Roxbury and John I. Fitzgerald of the West end argued in favor of the order.

The council refused to take the order seriously and in executive session, numerous members made fun of it. One suggestion was a substitute order to confine the restraint to "lap dogs."

Councilman Thomas H. Green offered an amendment to limit the restraining order to "vicious dogs," but President McGrath refused to entertain it.

Mr. Bigelow was charged with shifting his attitude on the matter of dog restraining and a statement accredited to him that he was unable to appraise the results of a similar campaign a few years ago was injected into the discussion.

On the roll call Councilmen Cox, Donovan, Dowd, Englert, Fish, Gleason, Green, Hein, Kelly, Lynch, Mahoney and Wilson voted against the order with Bush, Curtis, Fitzgerald, McGrath, Norton and Ruby in favor.

TO PROBE WORKERS ON TUNNEL

Charge That Many Cannot Speak English

Charging that workmen engaged in the construction of the \$16,000,000 East Boston traffic tunnel could not speak English, Councillor Robert Gardiner Wilson, Jr., of Dorchester, yesterday secured the passage of an order by the City Council, demanding an investigation of the personnel.

PROMISED TO CITIZENS

Under the contract awarded by the city to the Silas Mason Company of New York, the firm was obliged to hire only United States citizens, he said, adding that officials of the firm had promised before receiving the contract to give work only to residents of this city.

On a visit to the tunnel Councillor Wilson said that he found 138 men working under the direction of an imported foreman from Georgia, and a large number of the laborers, he contended, could not speak English.

Commenting on the explanation of the contractors' representatives that they had obtained their laborers here through the municipal free employment bureau, Councillor Wilson promised an investigation of the city bureau.

BOSTON OBSERVES "BASTILLE DAY"

Boston will mark the 142d anniversary of Bastille Day today with a public decoration of the Lafayette bas relief on the Common and celebrations by French societies throughout the city.

Mayor Curley will present the wreath of white roses and galex leaves to J. C. Flamand, French consul here, at 10:30 o'clock this morning at City Hall, and the consul with escort will proceed to the Lafayette mall to conduct the ceremony, commemorating France's day of independence.

BEACON WINS FIRST GAME OF CURLEY CUP FINAL, 2-1

Atkinson Scores Winning Goal Near Finish To Defeat MacGregors—Jenkinson Makes Amazing Saves

By GEORGE M. COLLINS

Beacon A. C. soccer team of Everett scored a victory over the Clan MacGregor team of Quincy at Franklin Field yesterday in the first of the two-game final for the Mayor James M. Curley Cup, defeating the Granite City Kilties, 2 goals to 1, after a typical cup tie battle which was not decided until the last 10 minutes of the 90 played. More than 2000 fans watched the clash.

Sandy Atkinson of the "Oilers" got the winning goal on a drive into the corner of the net, through a maze of MacGregors past the clever Steele who made a heroic dive for the ball but failed to reach it.

The MacGregors launched a torrid attack in the closing minutes and had Beacon A. C. gasping for air as they hammered the Oilers' goal, forcing three corners inside two minutes and narrowly missing the tying counter on a drive by Murray which Jenkins barely managed to grab and boot clear.

The teams will meet again next Sunday on Franklin Field. This series is played on the total goals principle so it is still possible for the Quincy team to grab the trophy by getting a two-goal margin in the second game.

Yesterday's tilt was full of good playing. There were many stirring attacks and repulses.

MAYOR'S SON HOOKS EIGHT-POUND SALMON

Francis Curley, 11, Makes Catch in Jamaica Pond

While fishing early yesterday morning with caretaker Allen Curtis in Jamaica Pond, Francis Curley, 11-year-old son of the Mayor, caught an eight-pound salmon. The fish put up such a struggle Francis was obliged to call to Curtis to help him haul in the unusual catch.

The boy was so pleased with the fish he put it on exhibition at the boathouse, where it was viewed by several hundred persons. He said he intends to keep it on ice until his dad comes home tomorrow, when he will decide whether he will have the salmon stuffed or cooked.

"NO PARKING" SIGNS ARE DOWN

Order Intended for Sunday on Strandway

The "no parking" signs on the beachside of the Strandway in South Boston, from Columbus Circle to Farragut road, were taken down today, as Capt Ridlon of the City Point station found that the order issued by the Boston Traffic Commission prohibiting parking on the Strandway applied only to yesterday. It was from Commissioner Conroy and was dated July 12.

Sergt George Wechbacher of the City Point station stated that parking was permitted today on the beach side on the Strandway and that persons parking their machines in order to enjoy a cooling dip in the surf are not being molested by the police tagging squad.

Although no directions have been received by the police from the Traffic Commissioner, it is thought that the no parking ban will only apply to Sundays during the hot Summer months at the Strandway, but no order as to next Sunday has yet been received by the police. Unless this comes parking on the beach side will be permissible.

Under power granted by the full board last December, Commissioner Conroy was unable to make the order in regard to parking at the Strandway yesterday, which caused so much confusion to hundreds of motorists.

Parking on the other side of the Strandway has always been illegal, but motorists parked there yesterday when they found signs on the beach side, which read "No parking on this side." They interpreted these signs to mean that parking would thereafter be permitted on the side opposite from the beach. They were quickly disillusioned, however, when the tagging squad started in.

About 40 signs were placed in conspicuous positions along the Strandway. The parking ban was put in force in order to expedite the traffic situation, as on Sundays immense throngs visit the South Boston shore,

and parking for all is out of the question.

The Traffic Commission's idea was to keep machines moving. Most of the cars tagged were from out of town, the police say. The irate drivers visited the City Point Station yesterday and this morning, so the desk officers were kept busy. The drivers were warned that a repetition of the offense might lead to prosecution in court.

MAYOR CALLS ON BOARD TO ACT ON STRANDWAY

Mayor Curley today addressed a communication to Traffic Commissioner Joseph A. Conroy asking for a meeting of the Commission for immediate consideration of the parking problem on the Strandway, South Boston, where there was much confusion yesterday.

"I have discussed this day with Commissioner Long the advisability of adopting a workable program with reference to the Strandway at South Boston. The attendance upon Sundays and holidays, since the opening of the L-st Bathhouse and the completion of the Strandway Park, has resulted in an attendance greater than at any other beach not excluding Revere or Nantasket.

"In the opinion of the chairman of the Park Commission the adoption of a rule prohibiting parking at the curb on the water side of the strandway and permitting parking upon both sides of the centre reservation upon Sundays and holidays would solve the problem and make unnecessary the tagging of cars of the citizens who desire to spend Sundays or holidays, or a portion of Sundays or holidays, at this great health center."

WARD 15, IT APPEARS, HAD GLORIOUS JULY 4

City Balks at Paying Two Ice Cream Bills

July 4 probably was the "ice creamest Fourth" that Ward 15 ever had. It appears that there were two supplies of ice cream and it looks as if Councilor Francis Kelley would have to pay on his own for \$240 worth.

City Councilors have been permitted by the Public Celebrations Department to order sufficient cream for the needs of their ward on Independence Day, and custom calls for the money to be spent in Boston. Requisitions are drawn by the Councilors and sent to the Public Celebrations Department for approval.

Treas Edmund L. Dolan, who also is Director of Public Celebrations, saw Councilor Kelly's requisition, but it provided that the ice cream be purchased from a concern outside of Boston. The department cancelled the order and gave a duplicate order to a Boston concern.

Both concerns must have sent cooling cream, one Boston and the other Quincy. Treas Dolan says the city will not pay for the outside cream ordered by Councilor Kelly.

TRANSCRIPT 7/13/31

"Bob" Washburn Says:

Washburn's Weekly

JAMES MICHAEL CURLEY, mayor of Boston, presents an amazing and compelling study for estimate, no one more so in the country. Here is a man who was born into the only inheritance essential to make life what it ought to be, a good mother and father. Otherwise he had nothing, except a high spirit, which is much. He was born, not with a silver spoon, but with a wooden ladder in his mouth, which he proceeded forthwith to climb. Here is a man as to whom no one is apathetic, whose marked individuality leaves in its wake all, either friends or foes, no middle class of critics. At the mention of his name, all either say it with flowers or take to the fire-escapes. Of such are the doers of life. And of these, to their everlasting honor, it can never be written, as of colorless citizens: "He left no one but friends." His memory will never be so discounted and daubed, doubtless.

+ + +

After varying vicissitudes of early years, which were many, a woman entered into this man's life. This woman he married. It was a wise and saving step for him. He had taken successfully the most crucial hurdle of life. She was of his sort. He was of her sort. She knew his kind. He knew her kind. In this union there was no discordant blending of the diverse strata of life, good wine with ginger-pop. Such are sympathetic and permanent unions. She became his Polar Star, always leading him on, when now, a stricken though undaunted spirit, he sails his course on what by contrast appears to him to be a dead reckoning. And so his craft has sailed on, into the dangers of fogs, amid the ice, buffeted by strong gales and high seas, and yet never seeking refuge amid the still seas that are to be found behind the breakwater. For he is one of those scarce sporting skippers, happiest when sails are reefed close. It is his way. He knows no other way.

+ + +

Fate has far from forgotten this man. While some she always delights, while others she always disciplines, she has visited this man not only with great satisfactions, but also with searing sorrows, not only with triumphs but also with tragedies. Bludgeoned and yet with unbowed head, he has continued, throughout, a stranger to surrender. At one time, fighting by day and evening as bitter a campaign as the town has seen; by night, with the spirit of the Spartan but with the cheer of the Christian, he has assuaged the sufferings of his sick and dying. In what proved to be his last words to his son, in the characteristic and effective diction of the street, he said: "Snap out of it, Jim." To an intimate who asked him, when he walked in the depths of the valley of the shadow, if there was any rebellion in his soul, he replied: "No, it's God's way." In these sublime tests, he has stood supreme, a spiritual aristocrat.

A marked revulsion of attitude toward this man has passed over Boston during his present mayoralty, for a number of reasons. Some who have been the first to berate him now assert, enthusiastically, that Boston is the best governed city in the country. They endorse him, from Alpha to Omega, without limitation or qualification. Again, a change of atmosphere in strange quarters is manifest. Such of the Beaconese and purified as gather at the Odd Volume Club, the Boston Athenaeum, the Massachusetts Historical Society and the churches about Copley Square, who wash, not as a religious rite on Saturday night but for fun and unnecessarily, are now wondering whether they have been wrong in their attitude toward this man, and, more than this, many who came to scoff have remained to pray. And yet, when some read the posters which were spread over Boston in the last municipal campaign: "Boston needs Curley," they revised these words to read: "Curley needs Boston." No man hereabouts has invited more savage attack. When Jim is the issue, cautious maids move their perambulators into the side-streets, and anemic men crawl up into the tree tops.

+ + +

A good wife, ambition without an horizon, fine talents and a spirit, a stranger to an eight-hour day, have put him where he is. He is as virile, intellectually, as any man to be found upon the cinder-paths of politics, and more than this, for this is small praise. He has a sound business sense, his head not in the air, his feet on the ground. He is made of sheet iron, physically. Nothing balks him, mentally, physically and spiritually.

+ + +

He has not only virility but also versatility. If led into the retreat of a psychiatrist, every neurotic within the radius of his contagious atmosphere would get off the doctor's ledger, and save his estate if not his health. He has, on his own initiative and without extraneous guidance or tonic, made himself a master of literature and of diction, on whom Harvard has nuthin. He has a modulation of voice unpassed. He can purr like a pussy-cat, fight like a tiger-cat. He touches his hat to some obscure and too much forgotten woman with a gallantry which would discount even the South. He dynamites an adversary, so that the fragments cannot be gathered together in as few as twelve baskets. He is at ease not only with the man on the street but also with those who live near the Esplanade, not only with those whose clothes are scarce because of financial stringency but also with those whose clothes are scarce because of social convention. He sits with the crude and the cultured, to his and their satisfaction. Those who hope to see him lapse before the linen with a knife find him an adept with the fork. Domestically, he is a spur and inspiration. Politically, all men take him in doses either undiluted, or diluted with reason or without, and some turn to a lemon, as when they seek to palliate a spoonful of oil.

He has the appeal of the thoroughbred upon the track, when those who ride assume the dangers of the ditch for the

charm of the kicque and the thrill. They are happy, that is, while they are happy, though they may not know whether they are to continue on top of the grass or to disappear permanently beneath it. He has unlimited political potentiality, that is if he curbs his torrential spirit. It is often wondered, however, whether his spavins will retire him to the pastures, as is wondered of all plunging performers.

+ + +

In him are all the dangers of the electric current, which when harnessed drives the trolley but which when in storms it runs amuck wounds and destroys. He is a political product which, if properly developed, could sit anywhere, politically. Will he respond? This those who stand by him ask, and hope that he will measure up to the confidence of the best. He is a political bison whom the virile admire and yet fear.

+ + +

Of such is James Michael Curley, in an estimate which reaches out for the truth of the Kodak and avoids the romance of the painted portrait, and touched-up photograph. And he is the first of men who would be represented as he is, fine lines and scars. It is a story not only of sunshine but also of shadow, each setting out in contrast sharp the other, and the shadow cinching its sincerity, without which no story is any story.

GLOBE 7/13/31

COUNCIL VOTE NOT NECESSARY

East Boston Strandway Foes Receive Blow

"The best laid plans of mice and men," etc. as well as carefully prepared speeches loaded with vitriol, sometimes go astray. Around City Hall at noon today the comment was "It's just too bad"; for opponents of the East Boston Strandway learned that Council approval of strandway construction is not necessary.

Rumor had it that Councilor Norton of Hyde Park and other ward spokesmen were prepared to lash the strandway to a standstill at today's meeting and prevent its construction if possible. City Clerk Doyle's Constitutional law interpretive powers apparently exceed that of Councilors.

It was learned today that when the Council accepted the Legislative act for the strandway and Mayor Curley approved it, which he promptly did, the Park Department could construct the strandway, while the city treasurer has authority, at request of the Mayor, to issue bonds to a total of \$1,000,000, without approval of the Council.

BEACON WINS FIRST GAME OF CURLEY CUP FINAL, 2-1

Atkinson Scores Winning Goal Near Finish To Defeat MacGregors—Jenkinson Makes Amazing Saves

By GEORGE M. COLLINS

Beacon A. C. soccer team of Everett scored a victory over the Clan MacGregor team of Quincy at Franklin Field yesterday in the first of the two-game final for the Mayor James M. Curley Cup, defeating the Granite City Kilties, 2 goals to 1, after a typical cup tie battle which was not decided until the last 10 minutes of the 90 played. More than 2000 fans watched the clash.

Sandy Atkinson of the "Oilers" got the winning goal on a drive into the corner of the net, through a maze of MacGregors past the clever Steele who made a heroic dive for the ball but failed to reach it.

The MacGregors launched a torrid attack in the closing minutes and had Beacon A. C. gasping for air as they hammered the Oilers' goal, forcing three corners inside two minutes and narrowly missing the tying counter on a drive by Murray which Jenkins barely managed to grab and boot clear.

The teams will meet again next Sunday on Franklin Field. This series is played on the total goals principle so it is still possible for the Quincy team to grab the trophy by getting a two-goal margin in the second game.

Yesterday's tilt was full of good playing. There were many stirring attacks and repulses.

MAYOR'S SON HOOKS EIGHT-POUND SALMON

Francis Curley, 11, Makes Catch in Jamaica Pond

While fishing early yesterday morning with caretaker Allen Curtis in Jamaica Pond, Francis Curley, 11-year-old son of the Mayor, caught an eight-pound salmon. The fish put up such a struggle Francis was obliged to call to Curtis to help him haul in the unusual catch.

The boy was so pleased with the fish he put it on exhibition at the boat-house, where it was viewed by several hundred persons. He said he intends to keep it on ice until his dad comes home tomorrow, when he will decide whether he will have the salmon stuffed or cooked.

"NO PARKING" SIGNS ARE DOWN

Order Intended for Sunday on Strandway

The "no parking" signs on the beach-side of the Strandway in South Boston, from Columbus Circle to Farragut road, were taken down today, as Capt. Eldon of the City Point station found that the order issued by the Boston Traffic Commission prohibiting parking on the Strandway applied only to yesterday. It was from Commissioner Conroy and was dated July 12.

Sergt George Wechbacher of the City Point station stated that parking was permitted today on the beach side on the Strandway and that persons parking their machines in order to enjoy a cooling dip in the surf are not being molested by the police tagging squad.

Although no directions have been received by the police from the Traffic Commissioner, it is thought that the no parking ban will only apply to Sundays during the hot Summer months at the Strandway, but no order as to next Sunday has yet been received by the police. Unless this comes parking on the beach side will be permissible.

Under power granted by the full board last December, Commissioner Conroy was enable to make the order in regard to parking at the Strandway yesterday, which caused so much confusion to hundreds of motorists.

Parking on the other side of the Strandway has always been illegal, but motorists parked there yesterday when they found signs on the beach side, which read "No parking on this side." They interpreted these signs to mean that parking would thereafter be permitted on the side opposite from the beach. They were quickly disillusioned, however, when the tagging squad started in.

About 40 signs were placed in conspicuous positions along the Strandway. The parking ban was put in force in order to expedite the traffic situation, as on Sundays immense throngs visit the South Boston shore,

and parking for all is out of the question.

The Traffic Commission's idea was to keep machines moving. Most of the cars tagged were from out of town, the police say. The irate drivers visited the City Point Station yesterday and this morning, so the desk officers were kept busy. The drivers were warned that a repetition of the offense might lead to prosecution in court.

MAYOR CALLS ON BOARD TO ACT ON STRANDWAY

Mayor Curley today addressed a communication to Traffic Commissioner Joseph A. Conroy asking for a meeting of the Commission for immediate consideration of the parking problem on the Strandway, South Boston, where there was much confusion yesterday.

"I have discussed this day with Commissioner Long the advisability of adopting a workable program with reference to the Strandway at South Boston. The attendance upon Sundays and holidays, since the opening of the L-st Bathhouse and the completion of the Strandway Park, has resulted in an attendance greater than at any other beach not excluding Revere or Nantasket.

"In the opinion of the chairman of the Park Commission the adoption of a rule prohibiting parking at the curb on the water side of the strandway and permitting parking upon both sides of the centre reservation upon Sundays and holidays would solve the problem and make unnecessary the tagging of cars of the citizens who desire to spend Sundays or holidays, or a portion of Sundays or holidays, at this health center."

WARD 15, IT APPEARS, HAD GLORIOUS JULY 4

City Balks at Paying Two Ice Cream Bills

July 4 probably was the "ice creamest Fourth" that Ward 15 ever had. It appears that there were two supplies of ice cream and it looks as if Councilor Francis Kelley would have to pay on his own for \$240 worth.

City Councilors have been permitted by the Public Celebrations Department to order sufficient cream for the needs of their ward on Independence Day, and custom calls for the money to be spent in Boston. Requisitions are drawn by the Councilors and sent to the Public Celebrations Department for approval.

Treas Edmund L. Dolan, who also is Director of Public Celebrations, saw Councilor Kelly's requisition, but it provided that the ice cream be purchased from a concern outside of Boston. The department cancelled the order and gave a duplicate order to a Boston concern.

Both concerns must have sent cooling cream, one Boston and the other Quincy. Treas Dolan says the city will not pay for the outside cream ordered by Councilor Kelly.

TRANSCRIPT 7/13/31

"Bob" Washburn Says:

Washburn's Weekly

JAMES MICHAEL CURLEY, mayor of Boston, presents an amazing and compelling study for estimate, no one more so in the country. Here is a man who was born into the only inheritance essential to make life what it ought to be, a good mother and father. Otherwise he had nothing, except a high spirit, which is much. He was born, not with a silver spoon, but with a wooden ladder in his mouth, which he proceeded forthwith to climb. Here is a man as to whom no one is apathetic, whose marked individuality leaves in its wake all, either friends or foes, no middle class of critics. At the mention of his name, all either say it with flowers or take to the fire-escapes. Of such are the doers of life. And of these, to their everlasting honor, it can never be written, as of colorless citizens: "He left no one but friends." His memory will never be so discounted and daubed, doubtless.

+

After varying vicissitudes of early years, which were many, a woman entered into this man's life. This woman he married. It was a wise and saving step for him. He had taken successfully the most crucial hurdle of life. She was of his sort. He was of her sort. She knew his kind. He knew her kind. In this union there was no discordant blending of the diverse strata of life, good wine with ginger-pop. Such are sympathetic and permanent unions. She became his Polar Star, always leading him on, when now, a stricken though undaunted spirit, he sails his course on what by contrast appears to him to be a dead reckoning. And so his craft has sailed on, into the dangers of fogs, amid the ice, buffeted by strong gales and high seas, and yet never seeking refuge amid the still seas that are to be found behind the breakwater. For he is one of those scarce sporting skippers, happiest when sails are reefed close. It is his way. He knows no other way.

+

Fate has far from forgotten this man. While some she always delights, while others she always disciplines, she has visited this man not only with great satisfactions, but also with searing sorrows, not only with triumphs but also with tragedies. Bludgeoned and yet with unbowed head, he has continued, throughout, a stranger to surrender. At one time, fighting by day and evening as bitter a campaign as the town has seen; by night, with the spirit of the Spartan but with the cheer of the Christian, he has assuaged the sufferings of his sick and dying. In what proved to be his last words to his son, in the characteristic and effective diction of the street, he said: "Snap out of it, Jim." To an intimate who asked him, when he walked in the depths of the valley of the shadow, if there was any rebellion in his soul, he replied: "No, it's God's way." In these sublime tests, he has stood supreme, a spiritual aristocrat.

A marked revulsion of attitude toward this man has passed over Boston during his present mayoralty, for a number of reasons. Some who have been the first to berate him now assert, enthusiastically, that Boston is the best governed city in the country. They endorse him, from Alpha to Omega, without limitation or qualification. Again, a change of atmosphere in strange quarters is manifest. Such of the Beaconese and purified as gather at the Odd Volume Club, the Boston Athenaeum, the Massachusetts Historical Society and the churches about Copley Square, who wash, not as a religious rite on Saturday night but for fun and unnecessarily, are now wondering whether they have been wrong in their attitude toward this man, and, more than this, many who came to scoff have remained to pray. And yet, when some read the posters which were spread over Boston in the last municipal campaign: "Boston needs Curley," they revised these words to read: "Curley needs Boston." No man hereabouts has invited more savage attack. When Jim is the issue, cautious maids move their perambulators into the side-streets, and anemic men crawl up into the tree tops.

+

A good wife, ambition without an horizon, fine talents and a spirit, a stranger to an eight-hour day, have put him where he is. He is as virile, intellectually, as any man to be found upon the cinder-paths of politics, and more than this, for this is small praise. He has a sound business sense, his head not in the air, his feet on the ground. He is made of sheet iron, physically. Nothing balks him, mentally, physically and spiritually.

+

He has not only virility but also versatility. If led into the retreat of a psychiatrist, every neurotic within the radius of his contagious atmosphere would get off the doctor's ledger, and save his estate if not his health. He has, on his own initiative and without extraneous guidance or tonic, made himself a master of literature and of diction, on whom Harvard has nuthin. He has a modulation of voice unpassed. He can purr like a pussy-cat, fight like a tiger-cat. He touches his hat to some obscure and too much forgotten woman with a gallantry which would discount even the South. He dynamites an adversary, so that the fragments cannot be gathered together in as few as twelve baskets. He is at ease not only with the man on the street but also with those who live near the Esplanade, not only with those whose clothes are scarce because of financial stringency but also with those whose clothes are scarce because of social convention. He sits with the crude and the cultured, to his and their satisfaction. Those who hope to see him lapse before the linen with a knife find him an adept with the fork. Domestically, he is a spur and inspiration. Politically, all men take him in doses either undiluted, or diluted with reason or without, and some turn to a lemon, as when they seek to palliate a spoonful of oil.

He has the appeal of the thoroughbred upon the track, when those who ride assume the dangers of the ditch for the

charm of the kicque and the thrill. They are happy, that is, while they are happy, though they may not know whether they are to continue on top of the grass or to disappear permanently beneath it. He has unlimited political potentiality, that is if he curbs his torrential spirit. It is often wondered, however, whether his spavins will retire him to the pastures, as is wondered of all plunging performers.

+

In him are all the dangers of the electric current, which when harnessed drives the trolley but which when in storms it runs amuck wounds and destroys. He is a political product which, if properly developed, could sit anywhere, politically. Will he respond? This those who stand by him ask, and hope that he will measure up to the confidence of the best. He is a political bison whom the virile admire and yet fear.

+

Of such is James Michael Curley, in an estimate which reaches out for the truth of the Kodak and avoids the romance of the painted portrait, and touched-up photograph. And he is the first of men who would be represented as he is, fine lines and scars. It is a story not only of sunshine but also of shadow, each setting out in contrast sharp the other, and the shadow cinching its sincerity, without which no story is any story.

GLOBE 7/13/31

COUNCIL VOTE NOT NECESSARY

East Boston Strandway Foes Receive Blow

"The best laid plans of mice and men," etc, as well as carefully prepared speeches loaded with vitriol, sometimes go astray. Around City Hall at noon today the comment was "It's just too bad"; for opponents of the East Boston Strandway learned that Council approval of strandway construction is not necessary.

Rumor had it that Councilor Norton of Hyde Park and other ward spokesmen were prepared to lash the strandway to a standstill at today's meeting and prevent its construction if possible. City Clerk Doyle's Constitutional law interpretive powers apparently exceed that of Councilors.

It was learned today that when the Council accepted the Legislative act for the strandway and Mayor Curley approved it, which he promptly did, the Park Department could construct the strandway, while the city treasurer has authority, at request of the Mayor, to issue bonds to a total of \$1,000,000, without approval of the Council.

TRANSCRIPT

7/13/31

AMERICA 7/13/31

Mayor Revises Parking Rules for Strandway

Asks Commission to Sanction Parking on the Center Reservation

Realizing the discomfort that a wholesale restriction of parking along the South Boston Strandway would impose upon persons seeking the bathing privileges or the cool breezes from the bay, Mayor Curley stepped into the picture today and asked the traffic commission to adopt a rule forbidding parking on the water side of the highway and permitting parking on both sides of the center reservation on Sundays and holidays.

The mayor expressed the belief that such a rule would solve the problem which was encountered by hundreds of motorists yesterday, and in that view was supported by Park Commissioner William P. Long, member of the traffic commission, who had asked for the adoption of the rule last Sunday which gave such trouble.

When Chairman Joseph A. Conry of the Traffic Commission was questioned by reporters today about the muddle Sunday over restriction of parking on the water side of the Strandway, South Boston, he repeatedly replied, "See Long," meaning his associate on the board, the chairman of the park commission.

It was plain that Chairman Conry disclaimed all responsibility for the hiatus which resulted, as the entrapped motorists assert, from a sign which read: "No Parking on this Side," which gave the impression that parking on the other side of the three-mile Strandway was permitted.

But instead of 1100 cars being tagged by the police, as reported, Chairman Conry declared today that not more than 150 cars were tagged. Furthermore, according to Mr. Conry, the police were considering rescinding action against

motorists in view of the complaint that the Strandway was not properly marked.

Last week Chairman Long requested his associates to bar parking on Sundays on the water side of the Strandway, in view of the intolerable conditions resulting with the opening of the new L street bathhouse which accommodates three times as many bathers as the old house.

The situation was discussed at Thursday's meeting and the vote recorded. On Saturday night, employees of the traffic department placed the "no parking" signs, as the board had voted. There were no signs on the other side and thus motorists who had gone to the Strandway to enjoy bathing or the refreshing breezes from the bay, were misled into thinking that parking was permitted on the other side.

Naturally, an avalanche of protests was hurled at the police when motorists returned from the beach to find the tags on their cars. Policemen admitted that the signs should have read "No Parking Either Side," but declared that they were powerless to refrain from tagging, inasmuch as the traffic department had posted the signs. The result of the muddle was that the City Point police station was jammed all day with the offenders who went there to turn in their tags and traffic in that vicinity was even more congested than on former Sundays along the Strandway.

Both Park Commissioner Long and Chairman Conry of the Traffic Commission were reported on the Strandway during the day watching the tagging and offering no comfort to the motorists who got caught.

Kelly Must Pay for July 4 Ice Cream

Ward 15 Councillor, Enemy of Curley's Had Hired Out of Town Firm

If Councillor Francis E. Kelly of Ward 15 handles any more Fourth of July celebrations in his district, he probably will be careful to buy supplies or hire entertainers from Boston, for today he was informed by Edmund L. Dolan, director of public celebrations, that the city would not approve a bill of \$240 for ice-cream furnished the children by a Quincy firm.

When the councillor presented his voucher in advance he was told that the ice-cream must be purchased of Boston dealers, but he said the cream had been made and delivered and it was up to the city to settle. The matter was taken up with the mayor and approval of Mr. Dolan's decision was given. Kelly is one of the most vociferous opponents of the mayor in the City Council.

Mayor Confers With Committee on Fees

Mayor Curley had his first conference today with the committee he appointed on Friday to revise fees so as to make city departments self-supporting.

Those present were Corporation Counsel Samuel Silverman, Asst. City Clerk John B. Hynes, City Censor John M. Casey, Street Commissioner John O'Callaghan, Bernard Kelley, chief clerk of the public works department; Budget Commissioner Charles J. Fox and Park Commissioner William P. Long.

\$800,000 MORE NEEDED FOR THIS YEAR

Supplementary Budget Sent to Council by the Mayor Discloses Figures

For the first time in the history of the city it will be necessary to take money from trust funds established for the relief of the poor of the city, Mayor Curley announced today as he sent a supplementary budget calling for \$602,912 to the City Council.

Estimated costs for public welfare work, mothers' aid and old age pensions total \$7,050,000, the Mayor said.

It is necessary that the welfare department be given an additional \$800,000 to carry on their work for the remainder of the year, he said. For that reason \$500,000 will be taken from accumulated income of 50 trust funds, \$100,000 additional is included in the supplementary budget and the remaining \$200,000 will be secured by effecting economies in other departments, the Mayor said.

Original estimates for the supplementary budget totalled \$1,429,778, but it was necessary to cut requests of many departments by two-thirds.

The deficit in the welfare department was expected by Mayor Curley. Nearly a year ago he stated that, in his opinion, such work would cost the city approximately \$7,000,000 during this year.

The budget calls for \$500,079 for city departments and \$102,833 for county offices. Among the items included in the budget are \$104,490 to provide temporary work in the public works and park department for men who might otherwise be compelled to seek assistance from the welfare department; care of dependents, \$100,000; reserve fund, \$200,000; soldiers' relief, \$35,000; hospital supplies, \$20,000, and permanent employees, \$10,173.

City Council Fools Itself on Strandway

**Having Accepted the Act, It
Now Has No Power Over
\$1,000,000 Appropriation**

Planned Fight Today

**Even Curley, the G. G. A. and
the Real Estate Exchange
Had Been Misled**

By Forrest P. Hull

Mayor Curley was jubilant today on what he called "a good joke" on the city council. An hour or so before the council's regular weekly session, with the minority members headed by Councilor Laurence Curtis, 2d, of the Back Bay, prepared to fight the East Boston Strandway project, the mayor had announced that "they could fight all they wanted to, but the loan order would not go in."

In other words, the City Council has exhausted all of its power over the \$1,000,000 project last Monday when it accepted the Legislative enactment and now has no power over a loan. Not obliged to submit a loan order, the mayor will immediately call upon the city treasurer to issue the necessary bonds that the improvement may be started at once to provide for the greatest possible benefit to the unemployed.

It cannot be said that the minority members of the Council did not have the question of its power over a loan in mind when it debated the enactment in executive session last week. They were assured, it is understood, that the mere acceptance of the act was a formality and that the loan order would provide plenty of cause for argumentation. If they had consulted City Clerk Wilfred Doyle they would have been told that they were in error.

The rub of the situation is contained in Sections 3 and 4 of the legislative enactment. These sections are no different in phraseology than the acts providing for the Governor square subway extension, and the East Boston tunnel, and the acts providing for several of the big street widenings.

Section 3 reads:

For the purpose of meeting the cost of the work authorized hereunder, not exceeding, however, \$1,000,000, the treasurer of said city without any other authority than that herein contained, shall, from

time to time, on request of the mayor of the city, issue and sell at public or private sale serial bonds of the city to an amount necessary to meet said cost.

Section 4 reads:

This act shall take effect upon its acceptance during the current year by vote of the City Council of said city, subject to the provisions of its charter, but not otherwise.

The legal minds of the city administration cannot explain how the council should have been fooled into believing that it had the opportunity to fight any loan order from the mayor, and it is explained that the mayor himself was acquainted with the provisions of the bill at the time it was drawn and had merely forgotten them. As late as Saturday afternoon his honor, in replying to the protests of the Boston Real Estate Exchange against the Strandway improvement, declared that he would fight for the order, and the Good Government Association, in its broadside issued last week, hoped for a substantial protest before the City Council against the passage of the loan that was foreshadowed for today.

Unused Trust Funds Are Now for City's Poor

**Mayor Curley Prevails Upon
Overseers to Use \$500,000
of Interest**

Boston's supplementary budget, submitted to the City Council today by Mayor Curley, calling for additional appropriations of \$602,912.68 for both municipal and county requirements, is largely a reflection of the business depression, for most of the items deal with the necessity of providing aid for those persons out of work and for the increase in criminal cases which are clogging the courts.

By a happy suggestion of the city experts, the mayor has prevailed upon the overseers of the public welfare to use the entire accumulated interest from the fifty or more trust funds long in the custody of the department, said interest totalling about \$500,000, thus easing the city treasury to that amount. The mayor did allow the trustees, however, an additional \$100,000 from the tax levy, to meet the extraordinary situation which, instead of growing markedly better, is still in most discouraging. The overseers have reported that, having used for the city's dependents to date, \$3,055,889, and for mothers' aid, \$380,000, at least \$7,000,000 will have been spent at the end of the year, if all requirements are to be met. Never before have the overseers used so much of the interest of the trust funds, thus allowing the funds to accumulate until today they are in excess of \$1,000,000. It is known, however, that these accumulations could well be used, in time of emergency, without the slightest violation of the specifications.

In handling the requests from the city departments and those of the county for additional funds for the rest of the year the mayor made a drastic reduction. The city departments asked for \$1,270,435.61 and received \$500,079.44; the county departments asked for \$159,342.55 and received \$102,833.24.

The supplementary allotments to city departments are made from the unappropriated balance still available within the tax limit of \$16 granted by this year's Legislature. Allotments have been made under twenty-one budget items to fifteen city departments. Approximately 90 per cent of the total amount appropriated is allocated to six budget items, as follows:

Temporary employees.....	\$104,490
Care of dependants.....	100,000
Reserve fund.....	200,000
Soldiers' relief.....	35,000
Hospital supplies.....	200,000
Permanent employees.....	10,173.44

Additional allowances for the employment of temporary help have been made in eight departments. In the sanitary division of the public works department and in the park department \$30,000 and \$25,000 has been allotted to permit the continuance of the services of persons now temporarily employed. This is a relief measure for persons out of work. Due to the large number of patients and the heavy demands placed upon the ambulance service of the City Hospital, \$25,000 will provide for temporary help. For the Public Welfare department, \$15,000 is allotted to provide more clerks and visitors.

Despite the expenditures of \$424,472 in 1930 for soldiers' relief, only \$400,000 was appropriated for this purpose in the current budget. This reduction was based on the assumption that the opportunities for work presented in the improvements of Governor Square would result in lessening the demands for relief in this particular department. Continuance of widespread economic depression, however, has resulted in greater demands than were foreseen. During the first six months the department has disbursed more than \$227,000 in relief payments. At the rate of expenditures at least \$35,000 of additional money will be required, as the mayor figures it.

Under the heading of hospital supplies, the mayor tells the council of the extraordinary expenditures for gauze, medicines, drugs and other hospital supplies. Of the original appropriation of \$180,000, approximately \$100,000 has been expended in the first six months.

For the county departments, Mayor Curley gave much less than was requested. For the Superior Criminal Court \$77,000 has been appropriated. For the first six months of the year the increase in the number of cases handled was 25 per cent.

The opening of new additions at the East Boston and Brighton courthouses have made necessary increased funds for janitors, cleaners and firemen. Action by this year's Legislature has resulted in the appointment of two additional assistants in the civil session of the Municipal Court and an additional officer in the Dorchester District Court. With this supplementary budget the total appropriated this year for county purposes is \$3,964,003.38, an increase of \$163,867.24 over the appropriations in 1930. Mayor Curley calls attention to this belief that the time is not far distant when the Legislature will agree to correct the condition by which Boston is forced to bear the entire burden of administering justice in Suffolk County.

Post 7/13/31

MAYOR CURLEY BUYING TICKETS TO CROSSCUP-PISHON CARNIVAL



Left to Right—James F. Winston, Mayor Curley and John J. Hurey, as His Honor purchased tickets to Crosscup-Pishon Post show at Braves Field tomorrow night.

\$5,000,000 PAID OUT FOR BOSTON RELIEF

Mayor Submits Supplementary Budget — Public Works Program Helps Many

A supplementary budget was submitted today to the City Council by Mayor James M. Curley. It calls for \$602,912. City departments are allowed \$500,079, instead of the estimate of \$159,342.

Approximately 90 percent of the total amount appropriated is allocated to six budget items; temporary employees, \$104,490; care of dependents, \$100,000; reserve fund, \$200,000; soldiers' relief, \$35,000; hospital supplies, \$20,000, and permanent employees, \$10,173.

The Public Welfare Department gives indication of a deficit amounting to \$800,000 by the end of the year. To cover the deficit, Mayor Curley will

use excess accumulations of about 50 trust funds. The accumulations now exceed the principals, and \$500,000 is available for relief. In addition, it will be possible to give \$100,000 out of appropriations. Economical conduct departments is expected to provide the remaining \$200,000.

Already \$5,000,000 has been paid out; \$800,000, necessary to cover deficit; old age, \$500,000; mothers' aid, \$750,000—a total of \$7,050,000 for 1930. If it had not been for the supplementary public works program, including Governor sq, the golf course and other jobs, which gave payrolls weekly to hundreds of men, the deficit would have been many thousands higher.

STRANDWAY TANGLE DUE TO PARKING BAN

Hundreds Misled by Signs Find Autos Tagged

Hundreds of autoists, driving to the Strandway for relief from the hot wave, were involved in the most confusing traffic situation that the city has experienced in recent months when they found that, not only had the beach front been designated for no parking, but that the signs placed there were confusing.

City Point division police were placed in a difficult situation by the parking ban. Parking has always been prohibited on the opposite side of the Strandway from the beach front, but there were no such glaring signs as there were on the beachfront side to meet the eyes of autoists who went to the Strandway yesterday.

The beachfront side of the Strandway was lined with signs which read "No Parking on This Side." Naturally, the autoists took it for granted that parking was permitted on the other side. But parking has always been forbidden on the other side and hundreds of autoists, following what they thought was a change in parking, had their machines tagged, after they had parked for bathing.

Police did not know of the regulation barring parking on the beachfront until yesterday, but went to work in accordance with the ruling of the traffic board. The matter is expected to precipitate a bitter controversy between citizens and the traffic board because of the tangle which resulted from the sudden ban on parking along the Strandway.

Even those who parked on the reservation side of the Strandway had no relief because the detail of police and motorcycle officers had to tag them also for violating the parking regulations.

From Columbia circle to Castle Island, confusion reigned throughout the day, and many sweltering citizens, who sought the Strandway beaches to escape the heat, were forced to give up their parking, or if they left the machine, accept a tag for breaking the parking regulations.

City Point police said that parking had always been permitted on the beachfront side of the Strandway and that, on particularly hot days, no drive was made even against those who parked on the other side of the Strandway. Police worked on the theory that the Strandway was a public improvement made for the purpose of giving relief to the citizens in hot weather and were quite willing to overlook minor infractions of the parking law on hot days.

But the traffic board ruling went into effect yesterday and the police had no choice but to carry out the orders. They did. Hundreds of irate autoists, most of whom claim they were misled by confusing signs, will testify to that.

Traffic Commissioner Joseph A. Conry, when questioned about the Strandway situation last night, said: "There was no parking permitted on the Strandway and the signs read 'No Parking on This Side.' The signs were placed from the Headhouse to Columbus Circle.



Boston Streets

BOSTON has a competent board of street commissioners, headed by Chairman Thomas J. Hurley, and a competent public works department, headed by Commissioner Joe Rourke. Yet many of our streets are in disgraceful condition, particularly in residential sections.

Here we have the men and the brains necessary to the job and until recently we have not spent money enough annually on all street work, new and repair, to keep even the old streets in good condition.

Two years ago Mayor Curley was able to get permission from the Legislature to go ahead with a three-year program. Within a year the board had laid out 125 streets. During the next three months preparations were made for 35 more and now plans are under way for laying out 50 additional streets before the end of the year.

Good surfaces should be provided and maintained on every street which is lined with homes. Money spent for this purpose is not extravagance. It is a good investment. It increases property values and brings more money in taxes to the city, taxes which the property owner is willing to pay because he is getting direct benefit.

Just one item: the life of an automobile used in Boston streets is considerably shorter than that of cars in many other cities. Bad roads shake cars to ruin. Boston has more than 1300 streets in deplorable condition. It is possible that we may never catch up with the work.

Holds Hub Committed to E. Boston Strandway

City Clerk's Ruling on Common Council's Vote on \$1,000,000 Project Expected to Be Protested at Next Meeting

City Clerk Doyle today told Mayor Curley that when the city council, at its meeting a week ago, accepted the legislative act authorizing the building of a strandway at East Boston at a cost of \$1,000,000, its connection with the project then and there ended.

The question of meeting the cost of the project does not rest with the council, the city clerk believes. He quotes from the act, which states that after the city council accepts the act and the mayor approves it, the park department may proceed with the work of construction. The act further provides, the city clerk finds, "that the treasurer of the city, without any other order than herein contained, shall, at the request of the mayor," issue the necessary notes, etc., to meet the cost.

The ruling of the city clerk, it is expected, will meet with a protest at the next meeting of the council. It is stated that in voting to accept the act the members were assured that they did not in any way commit the city to the project until the necessary loan orders were passed.

Under the ruling of the city clerk they are now "on the outside." Mayor Curley, who anticipated a bit of a battle to line up 15 votes, the necessary two-thirds, to pass the necessary loan orders, now believes that the matter may be one that is beyond the jurisdiction of the council.

It is probable that Corporation Counsel Silverman will be asked to examine into the provisions of the act and settle this particular feature.

TRUST INCOME FOR HUB'S BILLS

City to Use \$500,000 of Fund to Cut Deficit in Welfare Dept.

Half a million dollars in income from 50 trust funds left to the city public welfare department for specific purposes will be used for the first time to meet general increased expenditures.

This became known today when Mayor Curley submitted a supplementary budget to the city council with provision to take \$500,000 from accumulated income of \$1,000,000 and add it to the general funds of the welfare department.

The purpose for which the income is to be spent is specified very definitely by the donors of the funds, but the mayor says that the city has the right to divert part of the income to general purposes in an emergency.

With this half-million and an appropriation of \$100,000, Mayor Curley said the city would approach the \$823,000 deficit expected by the overseers of the public welfare by the end of the year.

If the additional \$223,000 is needed, expended balance to permit transfer to it is believed there will be sufficient un-the public welfare. The city this year will spend a total of \$7,050,000 for public welfare, including \$500,000 for old-age assistance.

The budget carries appropriations of \$602,912, including \$102,8333 for county departments chiefly for superior criminal courts to meet the increase of 25 per cent. in cost of that branch of the judiciary.

The appropriations for city departments are \$500,079 within \$2921 of the total amount the city can appropriate under the \$16 tax limit. The budget also includes \$104,490 for temporary employees, \$100,000 for the welfare department, \$200,000 for the reserve fund, \$35,000 for soldiers' relief, \$20,000 for City Hospital supplies and medicines and \$10,173 for permanent employees.

ELY, CURLEY TO GO ON OUTING

It is expected that Gov. Ely and Mayor Curley will lend their presence to the charity outing of the Brookline Jewish Club this evening at the Weymouth Tent. Morey Pearl is contributing the services of his orchestra, as well as his own presence, the use of the golf links and will supply the refreshments free of charge. The Brookline Jewish Club will be present in force, headed by the president, Maxwell B. Grossman.

Mayor Curley Breaks Ground for New Jamaica Plain Church



Mayor Curley, at the controls of the steam shovel, breaks ground for a new church. On the right is Father James F. Kelly, pastor of Our Lady of Lourdes, Jamaica Plain. The mayor donated money for an altar in the new church in memory of his wife and son.

Praises Fr. Kelly of Our Lady of Lourdes for Fine Work

Before a crowd of several thousand people Mayor Curley, operating a huge steam shovel, today broke ground for the new church of Our Lady of Lourdes at Montevello and Marion streets, Jamaica Plain. The Rev. James F. Kelly, pastor, removed the second shovelfull.

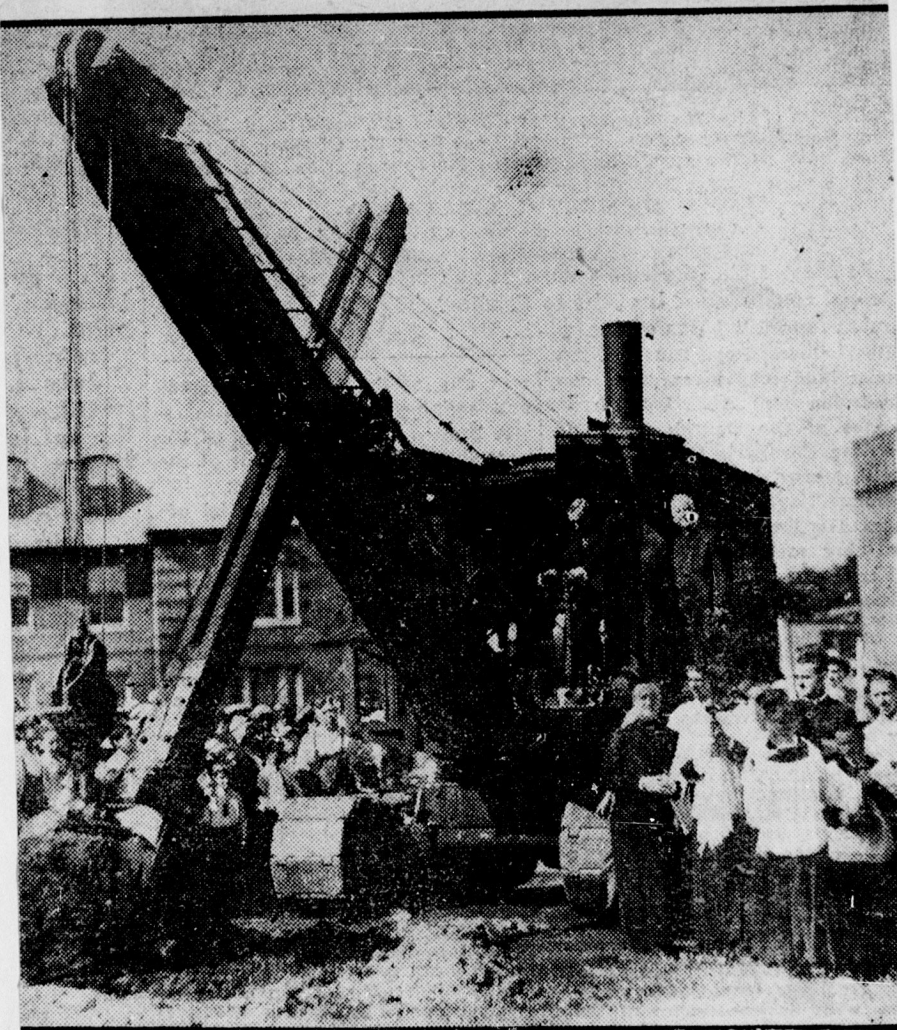
MAYOR PRAISES PRIEST

During the ceremony the Mayor praised Fr. Kelly for his industry in undertaking the erection of a new building at a time when the industrial leaders were afraid to take a step forward.

Mayor Curley caused a shuffle among the crowd when he said, "Fr. Kelly does not send constables to get your money as the city does, but he tells you how much is needed and everyone gives a little and no one is ever overburdened."

Fr. Kelly blessed the ground. He was assisted by William O'Connor and Leo McCabe. City Treasurer Dolan and Councilman Edward I. Englert and other city officials were present.

His Honor Takes a Hand!



Breaks Ground Mayor James M. Curley, left, operating steam shovel breaking ground for new Our Lady of Lourdes Church, Jamaica Plain, assisted by Rev. Fr. James Kelly, pastor. Mayor congratulated pastor on "progressive spirit in times of business depression."

Balks Battle on \$1,000,000 Road Project

Charges of conspiracy were uttered at a stormy session of the Boston City Council yesterday when a newly-discovered "joker" in a legislative act balked that body's battle against Mayor Curley's proposed \$1,000,000 East Boston Strandway.

Despite the accusations, Mayor Curley announced that construction on the project would start soon. He said he would instruct City Treasurer Edmund L. Dolan to float a loan for the required \$1,000,000.

Councillor John I. Fitzgerald of the West End accused City Clerk Doyle and his aids of being lax in their duties if they were aware of the "joker" and hadn't told the council.

Fitzgerald characterized the "joker" as a bold piece of conspiracy and "a foul blot on the reputation of certain individuals of the city."

The "joker" in the bill, discovered an hour before the meeting of the council, provides that, after the legislative act is accepted by the council and approved by Mayor Curley, the park department can proceed with the construction of the Strandway with no further authority from the council.

The council meeting, one of the longest and most heated in history, lasted for five hours. At the end of that time a motion was passed stating that when it voted to accept the legislative act the council did so under the impression that it would later have the opportunity to vote money for the project.

Orders were also passed calling on Corporation Counsel Silverman for an opinion on the legality of the act and requesting Mayor Curley to hold up construction until Silverman delivers his opinion to the council.

MOVE TO KEEP PARKING BAN ON STRANDWAY

The auto parking ban on the beach side of the South Boston Strandway, given a one-day trial on Sunday, will be proposed as a permanent ruling at the next meeting of the traffic commission, it was announced last night by Traffic Commissioner Conry. This will be done at the request of Mayor Curley, Conry said.

The ban drew a storm of protest when a thousand motorists were tagged on Sunday. These will not be prosecuted, on the grounds that the parking rule was not violated intentionally and that ample warning of the ruling was not given.

Despite the congestion of Sunday, it is the belief of the mayor that parking on the boulevard side and a ban on parking on the beach side will make for a better handling of traffic on the Strandway. It is not considered a solution of the traffic problem there.

'FIN COM' HEAD SAYS LOAN PACT IS VIOLATED

New Plan, Goodwin Says, Is Against Judgment of Three Members of the Board

Construction of the proposed new Central Girl's High School from an appropriation of \$2,000,000 was vigorously opposed again today by Frank A. Goodwin, chairman of the finance commission.

In a statement Goodwin charged the school committee is violating the spirit of the authorization by the Legislature to borrow the money outside the debt limit.

COMMITTEE PASSES MATTER

He added that the proposed construction of the high school was contrary to the best judgment of at least three members of the school committee.

At its meeting last night the committee again was unable to agree on a site for the school, and passed the matter over to a meeting next week.

With his statement Chairman Goodwin enclosed a report made by the board of schoolhouse commissioners to the school committee which strongly opposed the building of the high school at Worthington st.

Goodwin reviewed the history of the Worthington st. lot, which was purchased in 1922 for \$100,000, and the attempts made from time to time thereafter by the school committee to decide on a new school.

He pointed out that last year, at a conference with the mayor and the finance commission, the school committee agreed to build two intermediate schools in the Gilbert Stuart district, Dorchester, and the Bennett district, Brighton.

OTHER SCHOOLS FIRST.

Notwithstanding the agreement, two members of the committee voted against the intermediaries, according to Goodwin. The mayor then served notice on them if they did not vote to build the two intermediate schools he would have the law changed so that an appropriation could be passed by a vote of 3 to 2, instead of 4 to 1.

"At the next meeting of the school committee," Goodwin said, "the committee voted unanimously to appropriate the available money for two intermediate schools, but Messrs. Gray, Hurley and Reilly allowed themselves to be coerced by Mrs. Pigeon and Dr. Lyons into agreeing that the first high school project for 1931 would be the Central girls' high school.

"Mr. Hurley and Mr. Gray admitted at a meeting before the finance commission that they had made this political agreement, although they did not believe the Girls' high school should be the first one built."

Goodwin said the school committee building program for 1931 was thrown out by the Legislature and that of the finance commission adopted in substance. This authorized the borrowing of \$2,000,000 outside the debt limit for two high schools, but did not designate what schools should be built.

The authorization by the Legislature, he said, practically eliminated the building of the Central Girls' High School because it is impossible to build that and another high school within the \$2,000,000.

MAYOR TO OPEN CONVENTION

The National Circle of the Daughters of Isabella, with more than 2000 members in attendance, will open the four-day session of its ninth annual and eighth biennial convention at the Hotel Statler tomorrow.

The convention will open with a solemn high mass in St. Cecilia's Church, Belvidere st., Back Bay, at 9.30 a. m. Rt. Rev. Mgr. Ambrose F. Roche, I. P. P., of St. Thomas' Church, Jamaica Plain, chaplain-general of the Massachusetts courts of the order, will be the celebrant. Cardinal O'Connell is to preside at the mass.

Following this service, the convention meetings will open at the Statler with Mrs. Minerva C. Boyd of Chicago, national regent, presiding. Mayor Curley will officially welcome the members of the National Circle to Boston.

At noon there will be a luncheon on the roof garden of the Hotel Westminster, at which the delegates will be the guests of Mayor Curley.

The National Circle, Daughters of Isabella, is an organization of Catholic women, founded in 1897. It has already played an important part in furthering the interests of Catholic education and charities throughout this country.

CITY PLANNING BOARD WORKING OUT DETAILS

Arranges to Have Construction Lap Along From One Job to Another

Today, on instructions from Mayor Curley, the City Planning Board began drawing up a program of public works which will be extensive enough to provide employment for all able bodied citizens.

The program will be drawn up, legislative acts passed authorizing the work, money made available, and then the projects will be permitted to wait until such time as unemployment again becomes serious. As soon as lay-offs begin on present projects city officials will be in a position to award contracts and jobless Bostonians will be given a means of earning a living and supporting their families.

CURLEY TELLS HIS PLAN

In a communication to the city planning board the mayor wrote:

"The latent awakening on the part of President Hoover to the fact that America must assume leadership in the restoration of prosperity in the world, and incidentally in America, is today generally accepted.

"The belated tender of a one-year moratorium is unquestionably the mattress now being laid for a complete abrogation at a later date, possibly before the next election, of all foreign debts due to the United States.

"The effect of such a program should speedily result in the development of industrial and commercial activity throughout the United States and mark the ending of a depression which wise and courageous leadership at Washington could have long ago ended.

PREPARE FOR FUTURE

"Nevertheless, it would appear the part of wisdom to plan a program of public works, for the protection of the citizenship in the event of future depressions, and incidentally safeguard municipal revenues from a system of dole as destructive to the individual as it is to the city treasury.

"Under the circumstances I trust your board will develop a program of public works that may be embarked upon in the event that at some future time the American nation may again be leaderless nationally."

Post 7/14/31

Globe

7/14/31

KILL PLAN TO LEASH HUB DOGS

Council Votes Down
90-Day Proposal
by 12 to 6

NO FEAR OF RABIES,
OPPONENTS CLAIM

Spirited Arguments
Stir Body Before
Decision Made

Boston's dogs will be permitted to roam about the city with absolute freedom during the summer months, the City Council decided last night in defeating the proposal of health authorities to leash all dogs here for a period of 90 days as a precaution against an epidemic of rabies.

Led by Councillors James Hein of Brighton and Joseph P. Cox of West Roxbury, the Councillors killed the proposed order by a vote of 12 to 6 after praising Boston's dogdom and severely criticising the health officials.

Councillor Hein read into the records an article by Dr. Francis H. Rowley, president of the Massachusetts Society for the Prevention of Cruelty to Animals, in Sunday's Post, declaring that of 25,000 dogs treated at the Angell Memorial Hospital, but a very small percentage were victims of rabies.

He contended that Dr. George H. Bigelow, State health commissioner, had reported that the restraining of dogs a few years ago was a "dismal failure." Only 38 of the 355 cities and towns in the State had adopted the 1931 order of restraint, Councillor Hein stated, insisting that Boston should not join the minority.

In support of the order Councillors Israel Ruby and Herman L. Bush took the stand that the Council should accept the advice of their high-salaried health officials, warning that theirs would be the disgrace if a single child should die from rabies here.

Councillor John I. Fitzgerald of the West End, said that he knew of a case where a German police dog actually ate

WREATH PLACED AT COMMON IN MEMORY OF LAFAYETTE



MAYOR CURLEY PRESENTING WREATH TO HON JOSEPH C. FLAMAND,
FRENCH CONSUL, AT CITY HALL

In memory of the French General, Lafayette, as a true sponsor of American liberty, a large wreath was this forenoon placed on the Lafayette bas relief on the Tremont-st mall of Boston Common, named for Lafayette, at the direction of Mayor James M. Curley.

The decoration was placed at the base of the bronze tablet by the French consul, J. C. Joseph Flamand, after

he and a delegation of prominent French citizens called on Mayor Curley at City Hall to commemorate the 142d anniversary of French independence. The wreath is of white roses and galax leaves.

The French flag flew today on the French consulate on Devonshire st, in honor of "Bastille Day."

The French societies of Massachusetts, have arranged programs of appropriate exercises for this evening.

a child that had been left in a carriage, but despite pressure from his colleagues he refused to give the name of the child or the locality.

As a real dog-lover, Councillor Cox asserted that he would rather place a muzzle on the Council than on the dogs. He revealed that at the time of the last restraining order, he had to go to court because a neighbor complained that his dog had walked across the street.

"Would Not Hurt Anybody"

"My Newfoundland dog would not hurt anybody," he said, "and yet I was obliged to go to court because of that silly order. If my dog had been leashed

or muzzled, it would not have its present record of saving the lives of three children whom it pulled out of the water."

On the roll call, the leashing order was defeated by Councillors Cox of West Roxbury, Donovan of East Boston, Dowd of the South End, Englert of Jamaica Plain, Fish, Kelly and Wilson of Dorchester, Gleason of Roxbury, Green of Charlestown, Hein of Brighton, and Lynch and Mahoney of South Boston, an even dozen.

The minority favoring the leash were Councillors Bush of Roxbury, Curtis of the Back Bay, Fitzgerald of the West End, President McGrath and Ruby of Dorchester, and Norton of Hyde Park, a total of six.

RECORD

7/14/31

GLOBE 7/14/31

Mayor Breaks Ground for New Church

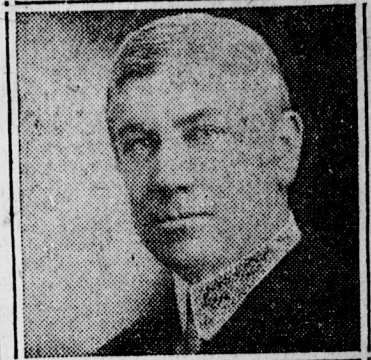
—

Mayor Curley shown as he operated a steam shovel breaking ground for the new Our Lady of Lourdes church, Jamaica Plain. He congratulated Rev. Fr. James Kelly, pastor, for spirit in "progressive times of business distress."



Institutions Commissioner James M. Maguire, who knows his East Boston, stepped into the Strandway argument yesterday and offered the following facts and figures as bearing on the reason East Boston should have a million-dollar Strandway. He said:

"A word about the people of East Boston. They have agitated for a gen-



JAMES M. MAGUIRE
Institution Commissioner

eration a strandway and shore reservation from Wood Island through the 4th Section and Orient Heights to the Winthrop line. They number 70,000 and in the count are 20,000 children, of whom 14,000 are attending school. They are living on the most congested area in the entire city. Unless they secure a shore reservation now they will soon be in an anomalous position of being on an island but unable to reach the sea.

"When Mayor Curley first urged the improvement in his second administration before the Legislative Committee on Municipal Finance, health statistics for East Boston showed more active cases of tuberculosis and more diphtheria than any other part of the city. The improvement has always been urged as necessary for the health of the people of East Boston, particularly the little children.

"The Back Bay has no such number of children as East Boston. The Back Bay has one small public school; East Boston has 22 elementary schools, two junior high schools and one senior high school. The Back Bay was able to have millions dumped into the Charles River Basin to keep its flats forever covered. Some of the men who secured the vast sums of public money for their neighborhood are always conspicuous in their opposition to improvements for the drab sections of the city.

"For the enlightenment of the Real Estate Exchange, it may be said that East Boston people had 5000 of her sons on the line in the World War to make real estate safe everywhere. Men who live in the suburbs on broad avenues of sunlight and trees should hesitate to oppose an improvement designed to save the sea for the children of such people."

Mayor Does His Bit for Legion



Mayor James M. Curley, left, shown yesterday at City Hall as he paid \$100 for his tickets to the De Glane-George wrestling bout tonight at Braves Field under auspices of the Crosscup-Pishon Post, A. L.



Joseph C. Flamand, French consul, is shown with Mayor Curley, placing a wreath of roses on the bas-relief of Lafayette on Lafayette Mall, Boston Common, in honor of France's 142d Bastille Day.

Boston Dogs Not Quarantined

THE Boston city council acted with intelligence when it declined to pass an order restraining dogs for ninety days.

Advocates of dog quarantines sometimes seek to crush honest opposition by charging opponents of the measure with helping to cause little children to die horrible deaths. It required courage for the city council to stand up in the face of this argument.

The Boston Traveler, interested in the welfare of men, women and children, firm in the belief that every dog and cat in the state should be killed rather than have epidemics spread, has tried to maintain a calm balance on this dog question. We have no maudlin interest in animals. We seek only the public good. Evidently the city council agrees with us, particularly Messrs. Cox, Donovan, Dowd, Englert, Fish, Gleason, Green Hein, Kelly, Lynch, Mahoney and Wilson. Messrs. Bush, Curtis, Fitzgerald, McGrath, Norton and Ruby voted for a dog quarantine.

Dog quarantines work wonderfully in island countries. On a continent we have a different story. The thing for us to do is to round up unlicensed dogs. A man who will pay a license fee will most likely send for a veterinarian if his dog shows signs of illness.

BOSTON AND SUFFOLK

When the mayor of Boston insists that the time has come for the other Suffolk municipalities to contribute a due share of the cost of the county courts he opens anew a discussion which has been fiercely debated many times. Only two years ago at a hearing on Beacon Hill influential representatives of Chelsea, Revere and Winthrop strenuously objected to the proposal that their municipalities assume an equitable share of the costs of Suffolk government. The county commissioners now are the mayor and the city council of Boston. The old argument of taxation without representation is brought forward every time an allocation of these costs is proposed.

There is a surprising increase in the costs of the county courts this year, and the budget appropriation will have to be supplemented. When on the other hand one tries to reckon what would be a due share of the total costs to be paid by the other municipalities the amount seems too small to reduce much these total expenditures.

The present system was established just a century ago. Boston finances were in bad shape. Harrison Gray Otis at the outset of his last year as mayor in 1831 made the proposal which resulted in the passage of an act by the General Court vesting all the property of the county in the city of Boston. The city thereafter was to provide and maintain all the county buildings and to pay the county charges. In that year the city took in sail, reduced expenditures, and moved into smaller quarters. Taking over the county buildings increased the borrowing capacity of the city and helped a bit. On this basis, it is argued by many that the city made a good deal at that time.

The law now says that each county shall provide suitable court houses, jails, houses of correction, fireproof offices and other necessary public buildings and suitable accommodations for the district courts, except that Nantucket need not supply a house of correction and that Boston shall provide the necessary buildings for Suffolk county. Further, it is provided that the city shall pay all county charges with a few exceptions, and that the city auditor and the treasurer shall fulfil like functions for the county. There are provisions also that the truant school for Chelsea, Revere and Winthrop shall be furnished by Middlesex county, and that Chelsea shall supply a building for the district court. The aldermen of Chelsea have certain powers usually exercised by county commissioners. The commissioners of Middlesex county serve Revere and Winthrop and the electorates of those municipalities have a vote with Middlesex for these offices.

A paragraph of figures will show clearly what produces the present budgetary shortage. The Suffolk grand jury costs for the first six months of 1930 were \$5,105.50, and the jury sat 35 days. In the first half of this year, these costs have been \$13,603.60 and the jury sat 110 days. In these respective half years the costs of the trial jurors have been \$56,345.70 and \$83,064.70, and there were 123 more days of court sittings this year than last. In six months in 1930 there were 3093 cases disposed of by trial, guilty plea, or nolle prosequi. In the last six months there were 3666.

Between Jan. 1 and June 30 this year, 1042 more cases were entered in the superior criminal court than in the same period last year. Certain regular expenses are necessarily

higher this year. By law effective last September, witness fees have been advanced from \$1.25 to \$1.50 a day. Transportation costs are higher, as for some reason extradition cases involve greater distances than heretofore. These facts explain why it is that Clerk Prendible is asking for \$60,000 more, with half the year still ahead, than the \$115,000 provided in the budget.

Accurate comparisons of the number of cases originating in the other municipalities and brought to the Suffolk court houses are not available. In the year beginning Oct. 1, 1929, there were 371 such appeal cases, many of small moment. It is to be remembered that Revere cases are heard in the Chelsea district court and Winthrop cases in the East Boston court. If an appeal is taken to Boston in any case, the fines collected go into the city treasury; if there is no appeal the Chelsea moneys stay in Chelsea. In the other counties, the costs of the upkeep of the various county courts are allotted among the various municipalities within that county on a valuation basis, on the same basis, that is, on which the state tax is apportioned.

These are the elements of the situation. It is easy enough to see why the Boston government should feel that the other municipalities ought to help pay the bills for the courts, but it also is pretty certain that nothing of the kind will come to pass. The General Court would have to act and previous attempts there have failed.

GLOBE 7/14/31

GOODWIN CHARGES
POLITICS ON HIGH SCHOOL

The proposed new \$1,300,000 Girls' High School has taken first place in the school building program as a result of a political agreement although it does not represent the best judgment of members of the School Committee, Frank A. Goodwin, chairman of the Boston Finance Commission, declared last night.

Goodwin said further: "Mr Hurley and Mr Gray admitted at a meeting before the Finance Commission that they made this political agreement although they did not believe the Girls' High should be the first one built."

Mr Goodwin charged that the School Committee was violating the spirit of the \$2,000,000 authorization by the Legislature for two high schools because it is impossible to build "that school and another high school within the \$2,000,000."

He declared that a High school in Dorchester was an immediate necessity and that "it is a crime to place the construction of the Girls' High" ahead of Boston Latin School because there are 332 Latin School boys in the High School of Commerce, 239 in portables and 205 in the old Sharp School in the West End."

FIND THEY VOTED STRANDWAY MILLION WITHOUT KNOWING IT

Councilors Now Ask Mayor to Hold It Up, But He Has Signed East Boston Act

The \$1,000,000 Strandway for East Boston proved to be an elusive target in the City Council yesterday. Some of the members were ready to attack the measure; speeches that dripped of anything but honey were prepared, when it was suddenly discovered that the opponents "were holding an empty bag."

When the City Council at its last meeting accepted the act some of them did not realize they were voting the money, but the provisions of the act read that when it was accepted by the Council and signed by the Mayor, the city treasurer could go ahead without any further authority and issue bonds for the \$1,000,000 necessary for construction.

Asks If Vote Is Legal

After more than two hours of argument the Council passed an order introduced by Clement A. Norton asking the Mayor to direct Corporation Counsel Samuel Silverman to advise the Council if the so-called Strandway act was legally passed.

The Council also passed an order asking the Mayor to hold up the Strandway proposition until after the Corporation Counsel reported.

Another order that went through put in the record that it was the vote of the Council that on June 29 when it accepted the Strandway act it merely accepted the gift of the Legislature, but that on that occasion it was stated without contradiction that when the time came to pass upon the money the Council would be given an opportunity to discuss it.

Fitzgerald Calls It Plot

Councilor Norton appeared with a lengthy typewritten speech, but before opening up he asked Pres McGrath if the City Council had anything further to do in regard to the Strandway. Councilor McGrath replied: "It is my understanding of the bill passed by the Legislature that upon acceptance the City Council has nothing further to do."

Councilor John I. Fitzgerald heatedly charged that the City Council should have been advised of the condition by City Clerk Doyle. The Councilor called the bill "a bold piece of business" and a "foul plot on the part of certain individuals."

The West End Councilor attacked Representative Bigelow for permitting his name to be attached to the bill.

Wilson Also Caught Off Base

Councilor Kelly, as well as Councilors Norton and Fitzgerald, insisted

that he was assured that the Strandway act was no different than other Legislative acts—accept and then do as the Council pleased. He declared he would take a taxpayers' bill to the Supreme Court.

Councilor Donovan of East Boston said "the dreams of the people are about to be realized."

A Republican member from Dorchester, Robert Gardiner Wilson Jr., declined to pass the buck to the city clerk or the stenographer. Wilson said he as well as the others were "caught off base." He said a fast one was put over the plate while the boys were watching first base and blaming the umpire was comparable with blaming the city clerk. Wilson then pointed out the "joker" in Section 3.

The first of Councilor Norton's orders passed was a request from the Council to the Finance Commission to advise the Council as to the advisability of the so-called Strandway and also to supply the Council with any other information pertaining to the Strandway that the Finance Commission is in possession of.

Tunnel Jobs Checkup

Wilson offered a measure that calls upon the Transit Commission to produce names, addresses, etc., of employees on the job; a checkup from the election department as to how many, if any, are citizens of Boston, and that the Municipal Employment Bureau show how many men it has been able to place at work with the Silas Mason Company.

By his own actual count of the payroll list on July 7, Councilor Wilson said "there were 138 men, including the imported foremen from Georgia or some other point South."

He said 20 percent of the jobs went to Wards 3 and 8; 40 percent to Wards 3, 8, 9, 1, and 50 percent to Wards 3, 8, 9, 1, 6 and 7. He charged that the number of jobs obtained did not justify the payroll and suggested he might offer an order to have the Employment Bureau turned over to the Public Welfare.

Councilor Donovan defended the Silas Mason Company and the Employment Bureau. He insisted that 90 percent of the employees on the tunnel job came from the Municipal Employment Bureau.

The order rescinding previous appropriations for police stations, which was found faulty, received its second reading.

Proposes 100 Constables

Wilson, who is a lawyer, showed his regard for the process servers when he announced that he was offering an order limiting the number of constables to 100. For months he has been passing on qualifications of applicants. He said he was getting tired of men unable to get a job "looking for a constable's badge to be a cop." The order

was referred to the Committee on Ordinances.

Councilor Heir sent through an order requesting Commissioner Hultman to cancel the recently awarded contest for cotton uniform cloth.

It appears that City Treas Edmund L. Dolan, who is also director of public celebrations, saw fit to cancel a contract for \$240 worth of ice cream from a concern located outside of Boston and selected by Councilor Kelly of Dorchester to supply his ward on July 4. Yesterday the Council passed Mr Kelly's order directing that the city pay the bill.

In executive session Councilor Ruby said Ex-Gov Allen sent the East Boston Tunnel bill back to the Legislature for revision because he felt the City Council should have another opportunity to decide on that project, and because it contained a clause similar to the one in the Strandway Act. Mayor Curley has already signed the Strandway Act.

Extra Budget \$602,912

Mayor Curley submitted a supplementary budget to the Council calling for \$602,912. It was referred to the Committee on Finance.

City departments are allowed \$500,079. Approximately 90 percent of the total amount appropriated is allocated to six budget items: Temporary employees, \$104,490; care of dependents, \$100,000; reserve fund, \$200,000; soldiers' relief, \$35,000; hospital supplies, \$20,000; permanent employees, \$10,173.

Already \$5,000,000 has been paid out which amount includes \$800,000 necessary to cover the deficit indicated in the Public Welfare Department; old age, \$500,000; mothers' aid, \$750,000—a total of \$7,050,000 for 1930.

Refuses to Restrain Dogs

An order sent in by Mayor Curley on recommendation of Health Commissioner Francis X. Mahoney to restrain dogs for a period of 90 days was defeated.

Councilors Norton, Bush, Ruby, McGrath, Curtis and Fitzgerald favored restraining dogs.

Freedom for the dog was favored by Councilors Cox, Donovan, Dowd, Gleason, Englert, Green, Hein, Fish, Kelly, Wilson, Lynch and Mahoney.

MAYOR CURLEY TO MARK FRENCH INDEPENDENCE DAY

Mayor Curley will present to J. C. Joseph Flamand, French Consul, a wreath of white roses to be placed at the bas relief of Marquis Lafayette on Boston Common, today, the 142d anniversary of the fall of the Bastille. The Mayor will present the wreath at the Mayor's office, City Hall, at 10:30 a. m.

La Prevoyance, the leading society of the French community of Greater Boston, will hold a banquet at the Hotel Copley-Plaza tonight in celebration of French Independence Day, at which Mayor Curley will be the principal speaker.

\$1.50 TAX JUMP SEEN FOR 1931

Maximum Rate of \$32.30
Set in Early Estimates
Of Officials

MAY CUT INCREASE TO LITTLE OVER \$1

The Boston tax rate for 1931 will not be more than \$1.50 in excess of the 1930 rate of \$30.80. Probability that the increase, which would have been twice the maximum now considered possible but for the drastic methods invoked by Mayor Curley, will not be much larger than \$1 appeared certain yesterday, when appropriations financed by direct taxation were closed.

Unless depreciation in taxable valuations is far in excess of the maximum of \$20,000,000 which is anticipated, city officials are confident that the tax rate increase will be held to a satisfactory figure and there is a consensus of opinion that the rise may be a flat dollar.

In seeking city council approval of a supplementary budget of \$602,912.69, allocating \$500,079—or \$2921 within the maximum permissible under the \$16 tax limit for municipal departments and \$102,833 to meet unlooked for expenses of county departments, Mayor Curley yesterday definitely placed the total budget for the year at \$51,997,419.49.

This sum is an increase of \$2,556,908.25 over the budget of 1930, represented almost entirely by the added appropriation of \$2,225,000 placed at the disposal of the overseers of the public welfare.

The budget increase, with the loss of \$1,300,000 in the city's share of the state income tax, representing a tax rate jump of approximately \$2, is offset by three favorable items which will react to the financial advantage of the taxpayers.

The net increase in the surplus of 1930 over 1929 is \$700,000, to which has accrued \$680,000 derived from the advance payment of the city's share of the additional gasoline tax of 1 cent, and \$900,000 which the school committee could have appropriated from the tax levy for new building construction but which was not apportioned because of the opposition of the recognized spokesmen of the mayor in the personnel of the school committee.

Hope that the Boston Elevated may repay \$953,000 due the city when the new financial structure of the Elevated is established in time to have the windfall figure in the computation of the tax rate has practically been dissipated and the anticipated achievement of averting any considerable increase in the tax rate, which this contribution from the Elevated would have made possible, has been nullified.

Until the assessors compile the tax-

able valuation and until Boston's share of the various taxes and assessments levied by the commonwealth are accurately known, accurate forecasts of the extent of the rate increase are impossible, but upon the basis of the figures which form the fundamentals of the computation problems, city officials believe that they are pessimistic in mentioning a probable increase of \$1.50.

As was the case a year ago, Mayor Curley exhausted the appropriating power within the tax limit, because of the abnormal demands of the welfare department. In devising a method of insuring this department of adequate funds, the mayor discovered what he was assured is a legitimate way of utilizing the accumulated income of more than \$1,000,000 from over 50 trust funds established for specific purposes which have not been fulfilled by the overseers of public welfare.

Faced with a demand for \$823,000 for the welfare department, thereby making its estimated cost for the year \$7,050,000, including \$500,000 for old age assistance, and with no source from which to obtain the money, the mayor delved into the condition of the trust funds and discovered how they can be used without ignoring the specifications of the donors.

In each trust fund, the income can only be used for a specific purpose, but the mayor has been given assurance that in the complex variety of cases handled by the welfare department, it will be easily possible to select beneficiaries who come within the scope of the various bequests.

To add to the dwindling funds of the welfare department, upon which new demands are made daily, \$500,000 of the accumulated income of the trusts will be used this year. In the supplementary budget \$100,000 was appropriated for welfare and the mayor intends, if necessity arises, to transfer to this department all of the unexpended balances in other departmental appropriations towards the end of the year.

Falling back upon the income from the trust funds gave the mayor opportunity to make other unavertable appropriations for other departments. He allocated \$104,490 for the wages of temporary employees, \$200,000 to the reserve fund, \$35,000 for soldiers' relief, \$20,000 for medicines at the City Hospital and \$10,173 for the salaries of permanent employees not provided for in the original budget. Other small items absorbed the balance of the appropriating power.

GLOBE 7/14/31 GIRLS' HIGH SCHOOL DEADLOCK UNBROKEN

Committee Debates Hours --To Try Next Week

Attempts to agree on a site for the proposed new Girls' High School again failed at a special meeting of the Boston School Committee yesterday afternoon and evening.

Dr Joseph V. Lyons and Mrs Elizabeth W. Pigeon were not convinced by arguments for the West Newton site and the vote remained 3 to 2. A vote of 4 to 1 was necessary for a choice. The Board of Supervisors and the

School House Commissioners were invited to express their views at the meeting. After several hours of discussion behind closed doors the meeting adjourned with the vote standing the same as a week ago. The School-house Commission favors the present location. Another session has been called for next Monday evening.

Veteran Appointed Teacher

After the special session the School Committee held its usual open meeting in the lower hall. For the first time in the history of the committee in such a case the rules were suspended to permit the appointment of Paul Keller as a certified permanent teacher. Mr Keller is a teacher of French and German.

He could not be appointed under the rules because he received his bachelor's and master's degrees after he had reached the age of 40. The suspension of the rules was voted on account of his war record and unusual ability. He was a German who served with the French Foreign Legion. In this country he joined the United States Marines and also served in the old 9th Regiment at the Mexican border and as a lieutenant in the Yankee Division in France. He was wounded and still has pieces of shrapnel in his side and leg.

He served on the border in the same company with Business Manager Alexander Sullivan of the Boston public schools.

Six Months' Expenses

The business manager gave a summary of the financial statement for the period from Jan 1 to June 30, showing expenditures for all items of maintenance under the control of the School Committee at \$8,607,151.02; expenditures for alterations, repairs, furniture and fixtures for school buildings by the Department of School Buildings, \$435,491.90; expenditures for lands, plans and construction of school buildings by the Department of School Buildings, \$1,378,685.97.

The total expenditures for the first six drafts of 1931 for all school purposes, exclusive of interest and sinking fund charges, were, therefore, \$10,421,328.89, says the summary.

Teachers for Curley School

The following teachers have been transferred to make up the staff at the new Mary E. Curley intermediate school on Pershing road: Adah I. Childs, Margaret J. Haggerty, Mary V. O'Regan, Marion L. Sherman, from the Agassiz School; Lucy M. Bruhn, master's assistant, from the Bowditch district; Nellie E. Briggs, Mary E. Cotter, Marion B. Foster, Stella F. Thomas, from the Bowditch; Mary A. Leary, Lucy A. Mackenzie, from the Jefferson Comins district; Susan L. Fitzgerald, Christina W. MacLachlan, Katherine E. McEnroe and Mary E. Vogel, from the Lowell district.

MAY ASK COURT TO HALT WORK ON STRANDWAY

Council in Uproar as Members Learn Unrestricted Power Voted

TRICKERY CHARGED IN BITTER ATTACKS

Act "Slipped" Through Legislature—Fitzgerald Hits Bigelow

The city council appealed yesterday to Mayor Curley to defer definite action on the \$1,000,000 East Boston Strandway until Corporation Counsel Samuel Silverman has ruled on the legality of the acceptance by the council, under a misapprehension of the facts, of the legislative act authorizing the project.

Discovery that what the council had been specifically told was a mere formality had actually been unrestricted authorization to City Treasurer Edmund L. Dolan to borrow up to \$1,000,000 for the park department to expend in the making of a Strandway, started an uproar in the council meeting.

During the argument legislators, Mayor Curley, City Clerk Wilfred J. Doyle, Assistant City Clerk John B. Hynes and William J. McDonald and his associates in the Boston Port Development Company, were the targets for the most sustained attack made by councilmen in many years.

A threat by Councilman Francis E. Kelly of Dorchester, to sponsor an appeal of 10 taxpayers to the supreme court to block the Strandway project, a similar declaration by Councilman Clement A. Norton of Hyde Park, to test the legality of the legislative enactment, and the spectre of court action by the Good Government Association, have suddenly converted the Strandway issue into a controversy of far greater significance than has been anticipated.

Resourceful experts in the drafting of legislation "slipped" the Strandway act through its various stages of consideration at the State House, without discovery being made of the unusual phraseology, which exempted the city council from all but passing connection with the project, until yesterday morning.

In the language of the act, its acceptance by the city council, in accordance "with the provisions of the city charter but not otherwise," decisively authorizes

the issuance of bonds to the amount of \$1,000,000 on request of the mayor.

In accepting the act the council was informed in executive session, when the question was specifically raised, that the vote of acceptance was a mere formality which did not commit the city to any expenditure and that the council would be obliged to pass loan orders before the project could be financed.

CURLEY UNINFORMED

Mayor Curley knew nothing of the phraseology of the act until his attention was called to the unusual character of the bill by the city clerk. Because of the attacks of the Good Government Association on the project, characterized as the "East Boston Mudway," and because of the certainty of a bitter fight in the council over the loan order which he planned to submit, the mayor found real amusement in the suddenly created situation. His mirth was not shared by councilmen.

Councilman Norton initiated the discussion by a search for information about the status of the council. He was told by President McGrath that the council was without any further authority.

Councilman John I. Fitzgerald of the West end lashed Representative Albert F. Bigelow of Brookline, a member of the legislative committee on ways and means, for permitting such "trickery" to be foisted on the Legislature, and he expressed his amazement that Bigelow had permitted his name to be signed to the measure finally passed as a substitute for the bill introduced by Mayor Curley, which imposed on the metropolitan district one-half of the cost and specified that the project should be handled by the district commission.

"It's a bold piece of conspiracy," said Fitzgerald, "and Bigelow ought to be ashamed of himself. Just what the ways and means committee had to do with this bill is beyond my comprehension, as it referred in no way to the finances of the commonwealth."

"It was greased through evidently by the slick lobbyists of the gentlemen of the East Boston Land Company, now known as the Boston Port Development Company."

"It is a foul blot upon the reputations of certain individuals. I call it a sharp political trick."

Fitzgerald assailed City Clerks Doyle and Hynes and Clerk of Committees John E. Baldwin for their failure to inform the council of the character of the bill and he sought to shift the burden of responsibility of the council to the three advisers.

In an attack on McDonald and his associates, Fitzgerald called their work "a positive outrage" and asserted that they have already received \$400,000 in tax abatements from the city and will be the principal beneficiaries of the strandway.

KELLY IN ATTACK

Councilman Kelly, in his customary attack on Mayor Curley, declared that he had frightened the mayor into cutting down the proposed expenditure for airport extension by the circulating of a petition among Dorchester taxpayers for presentation to the supreme court

and he announced that he proposed to take similar action in the Strandway issue.

Councilman Robert Gardiner Wilson, Jr., of Dorchester, expressed amazement that the Legislature had swept the city charter aside and chided the Good Government Association for its failure to devote some of its watchful attention to the Legislature.

"The council cannot blame any one," said Wilson. "It looks as if we were peeking down the first base line when they were slipping this fast one over the plate."

"I have an idea that it required considerable intensive and expert lobbying to slide this one through the Legislature, but we were caught napping."

Councilman Norton attacked William J. McDonald's statement that the Boston Port Development Company knew nothing of the bill and preferred that it should be rejected, and contrasted it with excerpts from a folder issued by the company in 1929 in which it was predicted that "existing roadways will be extended into and through" the land of the company and that additional boulevards would be laid out.

ASK FIN COM REPORT

The council adopted Norton's order calling on the finance commission for all available information on the Strandway issue.

When Councilman Laurence Curtis 2d reached the chamber, he reopened the discussion and made known that he had asked the question two weeks ago about the effect of acceptance of the Legislative act. His motion setting forth that the council accepted the act on the understanding that the decision did not commit the city to undertake the project was unanimously passed.

In another flurry Councilman Norton sponsored an order asking the corporation counsel to rule on the meaning of the act as well as on the legality of the acceptance by the council.

In the final section of the act, it is expressly stated that acceptance must be made by the city council "in accordance with the provisions of the city charter and not otherwise."

The charter provides that in every matter including the purchase of land or the passage of loan orders, an affirmative vote of two-thirds of the membership is necessary, and Norton joined with Curtis in the opinion that legal action will result in the decision that the council must act in compliance with the charter.

Just before adjournment of the session of five hours, the council passed an order asking Mayor Curley to allow the matter to rest until the opinion of the law department on the legality of the acceptance is obtained.

Other orders would have been presented, but when it was learned that the mayor has already approved the acceptance, plans to ask him to return the order to the council were dropped.

ROOSEVELT DRIVE HITS SNAG HERE

Curley, Walsh and Ely Rivalries Block His Boom

BY ROBERT L. NORTON

The movement in this State for pledging the Massachusetts delegation to Governor Roosevelt of New York for the Democratic nomination for President is beginning to encounter its first bumps.

CURLEY MAY KINDLE FIRE

Chairman Frank J. Donahue of the Democratic State committee is of the opinion that it is too early to commit the party to any candidate. But personally he leans towards former Secretary of War Newton D. Baker of Ohio or Owen D. Young of New York.

Mayor Curley, having taken the leadership in the Roosevelt movement, has naturally brought to the surface some of the old-time enmities in the party. Even the hot weather harmony and the polite and gracious compliments passed between the Mayor and Senator Walsh on the Fourth of July are not to be taken at more than passing value. Only the exigencies of politics can bring Curley and Walsh together.

If it be a truce, it will end any time that the Mayor openly enters the field for the Democratic nomination for Governor.

Maneuvre to Block Curley

The senior Senator has already openly served notice that he expects that Governor Ely will be renominated and re-elected.

While Walsh admires the record and personality of Governor Roosevelt, nevertheless with Governor Ely, he adheres to the statement that if ex-Governor Smith is a candidate, there is no doubt but that the Democratic delegation will go to the convention pledged to his nomination.

But the fact of the matter is that neither the Senator nor the Governor entertain the remotest idea that Smith will be a candidate. It happens to be a comfortable position to rest upon at this time. It gives both a chance to manoeuvre during the time between now and the convention. Obviously neither Walsh nor Ely intend to permit Curley to ride to glory and the governorship on the Roosevelt bandwagon.

Curley is always audacious in politics and more prone to taking a long shot than to "playing cozy." His support has been gratefully received by the

Roosevelt campaign managers in New York. If Roosevelt wins the nomination then Curley will be on the top of the wave.

Use Smith's Name to Aid Selves

This situation accounts for the cooling off process which is now in operation against Roosevelt. The Governor is apt to be a more or less hapless victim of underlying political rivalry in the party. And ex-Governor Smith is being used in the same manner as a political football, by some of the Democratic Mayors of cities other than Boston. The idea is to adopt the magic of "Al's" name to promote their own candidacies in the fall.

There is one thing which shines out in the ever present camouflage and bunk of politics and that is the straightforward declaration of Mayor Curley that Smith should not be a candidate, since in the opinion of "hizzoner" the ex-Governor could not win if nominated, for the same reasons that brought about his defeat in 1928.

Other leaders share this opinion but they won't express it; it's a dangerous heresy.

Some Threaten to Take Strandway to Court

Awakened to the fact that they had voted away \$1,000,000 without knowing it, members of the Boston City Council carried a five-hour debate into the dark hours last night in an attempt to recover control over the proposed construction of the East Boston Strandway from World War Memorial Park to the Winthrop line.

MAYOR SIGNS ORDER

Threats to appeal to the Supreme Court to block the Mayor, demands for investigation by the district attorney and bitter criticism of the Legislature and city officials were hurled by the indignant Councillors, while their cooler colleagues laughed that they had been "asleep at the switch."

Meanwhile, Mayor Curley had signed the Council order approving the legislative act which authorized the city to build the \$1,000,000 strandway and prepared to start work on the development without delay.

The Mayor will not be required to go back to the Council for approval of the necessary loan order of \$1,000,000, because the legislative act specifically stated that he did not have to. When the Council at its last meeting accepted the act without reading it, they lost their final grip on the \$1,000,000.

No "Joker" in Act

Councillor Francis E. Kelly of Dorchester, last night threatened to get 10 taxpayers to sign a petition to the Supreme Court to stop the Mayor from expending the money on the development. Then, on motion of Councillor Clement A. Norton of Hyde Park, who insisted that the district attorney should investigate the matter, the Council voted to obtain an opinion from Corporation Counsel Samuel Silverman as to the legality of their action in accepting the strandway act.

The corporation counsel unofficially stated last night that there was no "joker" in the strandway act, explaining that it was similar to the \$16,000,000 traffic tunnel and the \$5,000,000 Governor square subway acts, which gave the Mayor complete authority over the floating of the loans without going back to the Council for approval.

Seeking to blame someone for "slipping it over" on them, some of the Councillors criticised the Mayor, the city clerk, the assistant city clerk and Chairman Albert F. Bigelow of the legislative ways and means committee.

The attack upon Chairman Bigelow of the legislative ways and means committee for reporting the bill without including the usual provision to give the Council power over the loan orders was delivered by Councillor John I. Fitzgerald of the West End, who served for a number of years in the Legislature.

"I am surprised that Representative Bigelow of Brookline should be a party to this act which was railroaded through the Legislature," shouted Councillor Fitzgerald. "To his everlasting disgrace, this stamps him as an agent not of the State, but of certain real estate interests and slick individuals who are always ready to sell land to the city."

ICE CREAM ROW UP TO CURLEY

Council Passes Order on Kelly's Demand

Faced with the probable necessity of digging into his own pocket for \$240 to pay for the ice cream served to Dorchester children at the July 4 celebration, Councillor Francis E. Kelly of Ward 15 yesterday had the City Council pass an order requesting Mayor Curley to order City Treasurer Edmund L. Dolan to pay the bill out of the city celebrations fund.

He voiced the threat that if the bill was not paid by the city he would complete his investigation of the city treasury during the next three weeks and reveal "certain irregularities" by the city treasurer at the next Council meeting.

The treasurer explained that as director of public celebrations he cancelled the ice cream order which the Dorchester councillor had given to a Quincy firm, and gave it to a Boston ice cream man. As the order had been cancelled, he said that the city would not pay, but would leave the matter of settlement to Councillor Kelly.

In Council session Kelly protested that the only reason he was not permitted to give the business to the Quincy firm which had supplied the ice cream for Ward 15 at previous celebrations, was that he had opposed Mayor Curley on some measures and the administration was trying to "get back" at him.

AMERICAN 7/14/31

GLOBE 7/14/31

BOSTON PAYS TRIBUTE



MAYOR CURLEY **HON. J. C. FLAMAND**
Mayor Curley presenting to Hon. J. C. Flamand, French consul at Boston, a wreath which M. Flamand later placed on the Lafayette memorial on the Common in observance of the 142d anniversary of the fall of the Bastille, July 14, 1789. (Staff photo)

RECORD 15 7/15/31

They Could Swap Yarns

Former-President Calvin Coolidge lands five brook trout on his Vermont vacation. Even the placid and non-committal Mr. Coolidge must have grinned with pleasure. Governor Gifford Pinchot of Pennsylvania lands a 157-pound swordfish with rod and line, quite a feat. Surely Mr. Pinchot was thrilled. But for super-thrill and fishing ecstasy what could equal the boyish joy of Francis, seven-year-old son of our Mayor Curley, when he landed an eight-pound salmon from the waters of Jamaica Pond. The boy beat the Governor and former-President.

WILL OFFER CHANGE IN STRANDWAY PARK RULE

A rule allowing parking on the reservation side of the Strandway, South Boston, will be offered the Traffic Commission by Chairman Joseph A. Conry, said that official last night. He was in receipt of a communication from Mayor Curley yesterday asking that a "workable" ruling changing legal parking from the water side to the reservation side be adopted.

Although he believes the new rule will be more advantageous, he stated last night: "A serious problem confronts us in providing parking space for cars that will be deprived of parking on the water side."

Commissioner Conry made two trips to the Strandway Sunday, when parking on the reservation side was permitted as an experiment to give Traffic Engineer John F. Hurley an opportunity to study the situation. The lack of signs caused much confusion. Police put in a strenuous day. They gave out 103 tags.

TRANSCRIPT 7/14/31

C. & R. Construction Co. Lo

est of Nine Firms at

\$259,524

Nine contracting firms submitted bids for building Section B of the East Boston traffic tunnel which were opened at the office of the Boston Transit Commission, at noon today, before the customary crowd of interested persons. The C. & R. Construction Company was the lowest bidder at \$259,524.70, while the highest bidder was V. J. Grande Company at \$471,987.50. The bids were taken under advisement.

Bidding on this job, which is located in the vicinity of North street, between Cross street and North Square, and consists of the construction of a steel and concrete underground tube about 435 feet long, "with necessary pipe changes, underpinning, walls and other adjuncts and appurtenances," as the specifications read, was characteristic of offers on city contracts during the year. There was wide variance. The lowest bidder was the only one of the nine to come within the estimate of the transit department, which was \$300,000. The bids were as follows:

V. J. Grande Co.	\$471,987
Coleman Bros., Inc.	443,104
A. G. Tomasello & Son, Inc.	363,200
C. J. Maney Co.	349,919
Silas Mason Co., Inc.	347,557
James J. Coughlan & Sons, Inc.	332,803
Joseph P. McCabe, Inc.	328,402
M. F. Gaddis	326,280
C. & R. Construction Co.	259,524

The East Boston traffic tunnel is officially a \$16,000,000 proposition, as authorized by the Legislature, but it may not be constructed within that figure. Already, property damages have totalled \$5,000,000 and the main contract awarded to Silas Mason Company, Inc., several months ago was approximately \$5,500,000. The work remaining, after the section B contract is awarded, includes the East Boston approach, the ventilator buildings on each side and apparatus, the electrical work, and the administrator building, which will be erected in connection with a police station, and a garage.

Curley Asks for Ideas on Public Works

With a Slap at Hoover, He
Seeks Program for Next
Depression

Mayor Curley has given the City Planning Board one of the most difficult tasks in its history. He seeks a program of public works to provide the next depression, such as street widenings, street improvements, municipal buildings and added recreational facilities, a survey which would look far into the future and include the contemplated civic group of buildings which a commission has studied for several years and on which it is impossible to agree as to location.

With a characteristic slap at President Hoover's type of leadership in alleged failure to meet the unemployment conditions, the mayor tells the City Planning Board that, according to indications, the next Congress will create a Federal Industrial Planning Commission, and that it would appear "the part of wisdom to plan a program of public works for the protection of the citizenship in the event of future depressions, and incidentally safeguard municipal revenues from a system of dole as destructive to the individual as it is to the city treasury."

That the City Planning Board has a great value of data already in hand for such a report is indicated by its experience. Its specific duty, imposed by legislative enactment, was "to make plans for the development of the municipality, with special reference to the proper housing of the people." In addition to the zoning law and the housing survey undertaken as a war measure, a survey and comprehensive plan for the development of the North End had its underlying motive the improvement of housing conditions. Refusal by the mayor to recommend the acquiring of land for park and recreational purposes unless approved by the City Planning Board has made possible the adoption of a recreation program in conformity with the logical development of other phases of comprehensive planning work.

There have been surveys of East Boston, the market section of the city proper and other sections, all relating to the development of the city as a whole, and finally there came the preparation of a comprehensive zoning act and the four years' study which resulted in the thoroughfare plan, involving the central arterial highway and many ramifications. The mayor, in his intimate talks with Chairman Frederic H. Fay and Secretary Elisabeth M. Herlihy, is convinced that the board can be of great service now by starting on the new survey to enlighten the citizens in the broadest possible way on what Boston should do to meet another emergency.

Message to the Board

The mayor's letter to the board is as follows:

"The latent awakening on the part of President Hoover to the fact that America must assume leadership in the restoration of prosperity in the world,

and incidentally in America, is today generally accepted. The belated tender of a one-year moratorium is unquestionably the mattress now being laid for a complete abrogation at a later date, possibly before the next election, of all foreign debts due the United States. The effect of such a program should speedily result in the development of industrial and commercial activity throughout the United States and mark the ending of a depression which wise and courageous leadership at Washington could have long ago ended.

"The indications are that when Congress convenes in December a Federal Industrial Planning Commission will be created to aid the thinking and planning both of the President and Congress. Nevertheless it would appear the part of wisdom to plan a program of public works for the protection of the citizenship in the event of future depressions, and incidentally safeguard municipal revenues from a system of dole as destructive to the individual as it is to the city treasury. Under the circumstances I trust your board will develop a program of public works that may be embarked upon in the event that at some time in the future the American nation may again be leaderless nationally.

"The greatest difficulty that has confronted this municipality during the present depression is the length of time that elapses between development of a program and the actual wearing of overalls and the consummation of the work. A program contemplating street widenings, street improvements, municipal buildings, and added recreational facilities, could be developed and bills authorizing the work granted by the Legislature but actual work to begin only when the emergency arises."

HUB JOB SEEKERS DUCK HARD WORK

Only 19 of 35 men eligible for permanent employment as laborers in the water division of the public works department expressed willingness today to engage in such laborious work.

They definitely refused to accept opportunity to obtain steady employment and expressed a preference for work of a less arduous character. Their principal objection was that swinging a pick and handling a shovel in the excavating work done by the water division was too hard.

Mayor Curley immediately asked the civil service commission to certify additional eligibles in order that the required complement of 30 men can be obtained.

BOSTON TAX RATE JUMP ABOUT \$1.50

\$20,000,000 Decrease
in Valuations One
Factor

Boston's tax rate increase this year will range from \$1 to \$1.50, financial officers of the city estimated last night following the closing of the 1931 supplementary budget which is now before the Council for approval.

\$20,000,000 VALUATION DROP

The exact rate will not be determined, however, until after the assessors have turned in the valuations of the property throughout the city and Mayor Curley learns what portion of the State tax and Metropolitan assessments Boston will be required to pay this year.

Although State tax officials some months ago warned that the tax rates of the cities and towns would jump about 10 per cent this year, Boston's increase will be far below that figure. Confidence was expressed last night by city officials that the present rate of \$20.80 would not go beyond \$32.30, and they were hopeful that it would not exceed \$31.80, despite the fact that valuations here will drop about \$20,000,000.

Budget Calls for \$51,997,419

Because of the increased demands for unemployment relief, the mayor has been forced to provide \$7,050,000 for the overseers of public welfare, making it necessary to appropriate all but \$2921 within the \$16 tax limit fixed for Boston by the Legislature.

With the supplementary budget of \$502,412.69, the budget appropriations for the entire year will total \$51,997,419.49 for the 1931 expenses of the city and the county. This represents an increase of \$2,558,908.25 over the 1930 budget, practically all of which went to poor and unemployment relief.

Elevated Return Tardy

In attempting to keep the rate down the Mayor was also hampered this year by the drop of \$1,300,000 in Boston's share of the State income tax receipts.

In an effort to offset this drop, the Mayor attempted to obtain from the Elevated the return of \$553,000 due to the city, but it is now probable that this money will not be paid over to the city treasurer until next year.

Globe 7/15/31

BASTILE DAY DINERS CALLED UPON TO HONOR LAFAYETTE NEXT YEAR

Mayor Curley Urges French Societies to Join in Celebration of Washington Anniversary



AT THE FRENCH SOCIETIES' DINNER

Because the people of Boston and Massachusetts are "too forgetful and just a bit too proud" to acknowledge the part played by France in contributing to the establishment of the American Republic, Mayor James M. Curley urged the members of Le Club Des Femmes de France and La Prevoyance Francaise at a banquet in the Copley-Plaza last night, to give the people of Massachusetts a new appreciation of this contribution.

The dinner and dance were held in observance of the 142d anniversary of the fall of the Bastille, with members of both of the French societies and other Franco-Americans and friends of France participating.

The Mayor said that La Prevoyance can renew the memories of Lafayette in the minds of the people of Boston by joining with the city in the observance next year of the 200th anniversary of the birth of George Washington. He urged both French organizations to "appoint committees

and join with the City Planning Commission and the Public Celebrations Committee in making this meeting the greatest get-together in the history of our country."

"It was the contribution of France," said the Mayor, "that made possible the establishment of the American Republic and this truth should be burned indelibly into the minds of every American citizen."

Honor guests at the dinner were J. C. J. Flamand, the French consul, and Mrs. Flamand. Their son, Charles F. Flamand, was toastmaster. Others participating were Mme. Alfreda Mosher, secretary of the International Institute and counselor of the Club des Femmes de France; Henri Garnier, vice president of La Prevoyance; Prof. Andre Morize of Harvard, Dr. O. R. T. L'Esperance, Paul Beigbeder, secretary of La Prevoyance, and Pierre E. Villiotte, chairman of the banquet committee.

MAYOR CURLEY TAKES FLING AT PRESIDENT

Defining President Hoover's one-year moratorium as a "mattress" being laid for the future cancellation of all foreign debts due this country, Mayor Curley, in a communication yesterday to Chairman Frederic H. Fay of the City Planning Board, declared that the greatest difficulty in a crisis is the length of time "between plans and overalls," and called upon the Planning Board to develop a program of public works which may be embarked upon in the event of a similar depression.

Declaring this country to be "leaderless nationally," the Mayor said it takes a long time to get legislation through, and if a reserve program is all blocked out, and the legislation passed, when the time arises to take advantage of the program and legislation there will be little delay.

President Hoover's "belated move," said the Mayor, should "speedily result in the development of industrial and commercial activity throughout the United States and mark the ending of a depression which wise and courageous leadership at Washington could have long ago ended."

19 OF 30 CERTIFIED REFUSE CITY JOBS

Nineteen of 30 men certified as laborers by the Civil Service Commission and requisitioned for employment in the Municipal Water Department having refused the offered jobs, Mayor Curley will issue a call for 19 more.

The Mayor yesterday had a conference with representatives of market gardeners regarding outdoor stands, which will presumably be busy by Aug. 1. He promised his cooperation.

PHOTO TAKEN IN ROME GIVEN MRS SPELLMAN BY MAYOR

One of the photos taken in Rome showing Mgr. Francis J. Spellman, Mayor Curley, City Treasurer Edmund L. Dolan, Miss Mary Curley, daughter of the Mayor, and Miss Loretta Bremner of Chicago was suitably framed in gold today and was presented by Mayor Curley to Mrs. William Spellman of Whitman, mother of the distinguished clergyman.

HERE'S THE MAYOR'S O. K.

Just say for me that my suggestion to the residents of Greater Boston is as follows:—

A community campaign based not solely upon public sentiment, but largely upon the active support of each and every individual.

Many are the advantages of Boston as a seaport, one important factor being that our city is within one to two days closer sailing distance to Europe than so, its various advantages are of no significance in its growth unless its citizens exploit these advantages to a constructive end.

Come of the world's largest freight and passenger lines operating from here have promised the finest and fastest ships to sail on regular schedule and so much of the congestion in the Port of New York would be relieved, also the now prevalent delay in the handling of perishable goods, eliminated.

UConsequently, it is within the power of the New England merchants and the general public to advance Boston from its fourteenth place, from the list of export and import cities, to second place—

Rwhich would be exceeded only by the Port of New York.

Eachizing, as I feel sure the residents of Metropolitan Boston do, that commerce is the life's blood of a city located as is Boston, if we, these Residents, put together with an active cooperation thereby measuring up to the opportunity which knocks at our door.

Yeach and every person in doing his or her part may take pride in the future growth and development of our city—

es, even more, we can be proud of our own individual contributions which, collectively, compose the "driving force" of Boston's future!

Boston's first citizen, Mayor James M. Curley, is the first member of the new Boston organization, The Port of Boston Society. Here's his idea of the campaign to stimulate interest in Boston's future as a port. The new society is being backed by the Commercial, Industrial and Publicity Bureau of Boston.

WORLD FLIERS TO VISIT BOSTON

Wiley Post and Harold Gatty, world-girdling aviators, expected here from the Middle West, changed their plans at the last minute but will probably visit Boston early in their national tour.

Arrangements had been made for the fliers to come to this city in connection with activities of the Grosscup-Pishon Post, A. L., but the engagement was cancelled through change of plans due to inclement weather.

The date of their visit to Boston hinges on plans to be made at a conference with officials of the National Broadcasting Company in New York this afternoon.

They will discuss with George Engles, NBC vice-president, the length, route and key points of their tour, which is expected to start in a few days.

Post and Gatty left Indianapolis at 6:41 Boston time today, in their famous monoplane the Winnie Mae. They planned to fly non-stop to New York, halt there for refueling, and continue on to Boston, arriving here late today or tomorrow.

Preparations were made for their arrival at the East Boston Airport, and Mayor Curley, with city officials, had planned an official reception.

The aviators will start from New York on their tour of leading cities, possibly coming here direct from that city.

DEMOCRATS IN CURLEY MIXUP

Fall River, July 15—Fall River Democrats are wavering in their decision to invite Mayor James M. Curley of Boston to the annual clambake of the Fall River Democratic city committee because of the invitation already extended to Gov. Joseph B. Ely, and the possibility that the two may be rivals in the next gubernatorial race, it was revealed today.

The indecision will be settled by an open motion to be offered at the meeting of the committee in charge of the affair next month. The annual festival to be held

Sept. 6 at Island Park, will have as guests of honor, besides Gov. Ely, Senator David I. Walsh, National Committeewoman Nellie F. Sullivan, Sheriff Edmond P. Talbot, Mayor Felix A. Toupin of Woonsocket and former Senator Peter Goelet Gerry of Rhode Island.

MAYOR PRESENTS SPELLMAN PHOTO

A handsomely framed photograph of Mgr. Francis J. Spellman, a prominent official of the Vatican, taken after he had presented Mayor Curley, Miss Mary Curley, City Treasurer Edmund L. Dolan and Miss Loretta Bremmer of Chicago to the Pope, was today sent by the mayor to Mr. and Mrs. William Spellman of Whitman, father of the Monsignor.

Three Cities Join Mayor in Gas Fight

A united front will be presented by the cities of Boston, Somerville, and Chelsea, and the Town of Brookline in the fight to compel the Boston Consolidated Gas Company to abandon its service charge of 5 cents a month, Mayor Curley announced today.

Representatives of those communities have informed the Mayor that his campaign against this charge will be supported by them.

RECORD 7/15/31

Asks Public Work Survey for Depression

Boston citizens will not be jobless during the next period of depression if succeeding city administrations continue the work started by Mayor Curley today.

Yesterday, on instructions from the mayor, the city planning board began drawing up a program of public works which can be embarked upon at the beginning of a period of depression and which will be extensive enough to provide employment for all able-bodied citizens.

The program will be drawn up, legislative acts passed authorizing the work, money made available and then the projects will be permitted to lie dormant until such time as unemployment becomes general again. As soon as layoffs begin city officials will be in a position to award contracts and jobless Bostonians will be given a means of earning a living and supporting their families.

RAPS HOOVER

Mayor Curley's plan is hailed as one of the outstanding achievements of his entire career and it is believed that many large communities throughout the nation will follow his lead.

In a communication to the city planning board the Mayor wrote:

"The latent awakening on the part of President Hoover to the fact that America must assume leadership in the restoration of prosperity in the world, and incidentally in America, is today generally accepted.

"The belated tender of a one-year moratorium is unquestionably the mattress now being laid for a complete abrogation at a later date, possibly before the next election, of all foreign debts due to the United States.

BLAMES WASHINGTON

"The effect of such a program should speedily result in the development of industrial and commercial activity throughout the United States and mark the ending of a depression which wise and courageous leadership at Washington could have long ago ended.

"The indications are that when Congress convenes in December a federal planning board will be created to aid the thinking and planning both of the President and Congress.

"Nevertheless it would appear the part of wisdom to plan a program of public works for the protection of the citizenship in the event of future depressions, and incidentally safeguard municipal revenues from a system of dole as destructive to the individual as it is to the city treasury. Under the circumstances I trust your board will develop a program of public works that may be embarked upon in the event that at some future time the American nation may again be leaderless nationally."

TRAVELER

7/15/31

Strandway Parking

VISITORS to the beaches along the Strandway, South Boston, quite naturally thought, when they saw "Do Not Park on This Side" signs on one side of the road and none on the other, that they should park on the other side. What they did not know was that parking was not permitted on the other side, either.

If the police prosecute them for last Sunday's error, the police have little to do. We have too high a regard for Commissioner Hultman to expect he will do anything so unfair.

The traffic commission decided, for good reasons, to forbid parking along the road. Signs were erected along one side of the street.

Chairman Long of the board of park commissioners is right when he says:

"The Strandway must be made safe for all people, men, women and children." This is the most important thought to keep in mind.

Then he goes on to seek ways of making everybody as happy as possible. A way will be found. Mayor Curley has demanded that the traffic commission meet quickly and find a solution. The commission should, and no doubt will consider not simply the convenience of persons who go to the beach in automobiles, but of the whole public.

GLOBE 7/15/31

MAYOR, UP AT 6 A M, HAS NEW FISH STORY

Returns From Pond With Tale of Three-Footer

The Mayor and his son Francis have been fishing again.

They were out this morning at 6 o'clock on Jamaica Pond, trying for another salmon to compare with the eight-pounder Francis caught last week.

The more the Curleys fish the taller the fish stories get.

The Mayor reported this morning that he didn't catch anything today but Francis hooked a little one.

But, the Mayor says, a rookie with a troll brought one alongside so big he was afraid to pull him in for fear the fish would bite off his leg—so he cut the line and let the monster swim away.

According to the Mayor, this rookie's near-catch was more than three feet long, and the wide open cavern looked like the orifice into which Jonah clambered.

"Maybe it was one of the Jamaica swans?" suggested a City Hall reporter.

"Wal, I swan," said the Mayor. Sounds kind of fishy, doesn't it?"

HERALD 7/15/31

Curley Gets No Fish While Young Son Pulls One in

Mayor Curley went shing today but with no results except the enjoyment of the invigorating early morning breeze in Jamaica pond.

With his youngest son, Francis, who landed a good-sized salmon at the pond Sunday, the mayor set forth at 6:30 today determined to show the son that the "old man" was the sherman of the family. Since Sunday the boys have been "kidding" the mayor about his ability as a fisherman.

With his favorite pipe, the inevitable plug of smoking tobacco and an adequate supply of matches alongside him in the boat, the mayor tried until nearly 9 o'clock to coax a fish from the pond. He was a complete washout as a fisherman. Just to prove that he can spot his father a few fish, young Francis caught one and then dared the mayor to equal the feat. It couldn't be done.

THE STRANDWAY PROJECT

Two questions are at issue in the East Boston million dollar Strandway project, the appropriation for which has produced a clash between the mayor and the city council. Is the proposed boulevard a desirable or a necessary public improvement? Has the bond issue to pay for the Strandway been legally authorized?

The route runs from World War Memorial park, which is the new name for the old Wood Island park, along the waterfront of East Boston, finally turning inland to Saratoga street near the point where that street crosses Belle Isle inlet which divides East Boston from Winthrop. The road would cross a large area of salt marsh. At mean low tide, these flats are hardly more than two feet above the water level.

The argument of the Good Government Association is that Boston cannot afford to spend a million at this time for this project, that the ultimate cost is unknown but will be very heavy, that the returns are questionable and will be meager, that the road will not be very useful as a traffic bypass, that huge costs would be incurred to make the region beautiful, and that the construction of the road would benefit mainly a single corporation. The advocates of the project say that the Strandway would increase valuation and its construction would furnish work for the unemployed.

State commissions investigating this plan reported it "desirable" but without recommendation, in view of its cost. In its first form, the bill required the state to bear half the expense. In the face of opposition it was so modified that as passed it calls upon the city to pay all the cost of what many consider properly a metropolitan project.

How did the city council come to pass a loan order without knowing it? The vote was unanimous. The members say that they assumed it was the usual blanket vote, to be followed in due course with a request for a loan order. The act authorizes the city treasurer on request of the mayor to issue the bonds from time to time "without any other authority than that herein contained," that is, contained in the act itself. Another section provides that the act shall take effect "upon its acceptance by vote of the city council of said city subject to the provisions of its charter, but not otherwise." The charter says that all loans voted by the council must have the affirmative vote of two-thirds of all members of that body at two separate meetings fourteen days apart. Do these provisions create an ambiguity which would imperil the validity of the bonds or at least make investors reluctant to buy them?

The act expressly states that "said bonds shall be outside the statutory limit of indebtedness" of Boston. To borrow outside the debt limit requires legislative action, but not such approval by the city council as is necessary when loans are made within the debt limit. Once a law is accepted by the council, the "outside" loan provided in that law is fully authorized. The clause in the act, "subject to the provisions" of the charter, applies not to the loan but to the acceptance of the act itself. Similar provisions are found in the acts for the East Boston tunnel and for the extension of the Elevated under Governor square.

The council does not seem to have been so alert in the earlier stages of the proceedings as it might have been. The text of the bill has been available to all who cared to go to the trouble of

examining it. The claim that a joker was inserted is apparently not well founded. All that is apart, however, from the most important aspect of the problem. Even if the undertaking is "desirable" in itself, is it desirable under the conditions laid down? Is it of such a kind that it should be put through at a time when expenses are mounting, when revenue is decreasing, when various other improvements are more desirable and the need of them is more urgent?

AMERICAN 7/15/31

**MAYOR FIRST IN
PORT SOCIETY**

Determined to make Boston the finest and busiest seaport on the Atlantic seaboard, hundreds have already joined the Port of Boston Society, organized under the authority of the City of Boston Commercial, Industrial and Publicity Bureau.

Business and professional men, having the interest of Boston's future in mind, seized the opportunity to become members of a society which promises to put Boston in the lead as a shipping and sailing port.

It is the purpose of the organizers to attain a quota of 10,000 members. With this number of persons actively engaged in setting forth the great advantages of Boston as a shipping point, the time is not far distant when this city will regain its old time marine supremacy.

The Boston Evening American today publishes an interview with Mayor James M. Curley containing some splendid suggestions to help the project along. The interview was obtained and is set forth in the American by Blundon Wills, formerly of the Columbia Broadcasting System.

It is the first of several interviews with prominent persons which will be printed in this paper from day to day. The mayor as the first citizen of Boston, a hard worker for Boston and its port, is the first member of the Port of Boston Society.

Since the publication of the purposes of the society in the Boston Evening American yesterday, the office of the city of Boston Commercial, Industrial and Publicity Bureau, at 60 Federal st., has been flooded with letters containing signed applications for membership.

The mayor in his interview hits the nail on the head when he says: "Realizing, as I feel sure the residents of Metropolitan Boston do, that commerce is the life's blood of a city located as is Boston, let we, these residents,

Curley Real Threat to Ely Renomination

Eighty-Five Per Cent of Democratic Primary Vote Is East of Worcester

By Richard D. Grant

Nothing is as convincing of the very real danger that menaces Governor Ely if he is opposed in the 1932 Democratic primary, as many feel sure he will be, by Mayor James M. Curley of Boston, as a careful analysis of the figures of the last primary, in which Mr. Ely defeated John F. Fitzgerald and John J. Cummings of Boston by 11,548 votes to their combined 97,445.

In going over these results with the future in mind, certain allowances must be made, of course, to compensate for altered conditions that the Governor will face seeking re-election, but the most comforting thought the Ely forces have to face is the fact that his friends and neighbors in the western part of the State can do little to help him. The Democratic vote there is negligible.

To be exact, 85 per cent of the Democrats who voted in the 1930 primary were registered east of Worcester. Most of them were residents of the larger communities like Boston, Cambridge, Lawrence and Fall River. There were 214,994 ballots cast in the primary throughout the State and only 32,457 of them were counted west of Worcester County. Governor Ely received strongest support in Western Massachusetts from his own county of Hampden, which gave him 22,882 votes, contributed largely by Springfield, Holyoke, Chicopee and Westfield, but the rest of the 32,457 was scattered over the large geographical area represented by Berkshire, Hampshire and Franklin counties.

Had it not been for the way the Ely candidacy stood up in the larger communities in the eastern part of the State, John F. Fitzgerald who had withdrawn from the contest, might have received the nomination in spite of himself.

Might Split the Vote

With Mr. Curley in the running in 1932, conducting his campaign with the familiar Curley vigor, it is doubted by many political observers that Governor Ely would fare as well, unless some other Boston Democrat, possibly one of the type of Mr. Curley's late opponent for the mayoralty, Frederick W. Mansfield, should enter the fight and split the vote. Under such circumstances it ought to be as easy for Ely to win renomination as it was for Senator Marcus A. Coolidge to defeat O'Connell, O'Brien and Foss last fall.

Prognostications now being made do not seem to take into account any other possibility than a two-man fight between Curley and Ely and it would amount to practically the same thing unless some strong vote-getter like Mansfield should take out papers. A candidate who would command no greater attention from the voters than Mr. Cummings did in the last primary should not bother either.

In Suffolk County, where Mr. Curley's own machine functions best, the Boston

mayor would be sure to run ahead of the governor, who did not receive a majority in 1930. Mr. Ely's vote here was 45,712 and the combined Fitzgerald-Cummings figure was 48,380. In Middlesex, where Cambridge, Lowell and Somerville are the dominant factors, a similar situation resulted, Ely receiving a total of 20,585 to one of 22,825 for Cummings and Fitzgerald. Of course, one important thing to remember is that Mr. Fitzgerald has something of a personal following throughout the State as well as in Boston and that he has had perhaps more reason latterly to appreciate Mr. Ely's qualities as a leader of the Democracy than those of Mayor Curley. If Fitzgerald should support the governor against the mayor, it would undoubtedly help Mr. Ely more than it would hurt Mr. Curley, as it would bring Ely votes outside of Boston, without seriously impairing the mayor's following in this city. No doubt it would reopen the breach that existed for so long between the two former mayors prior to the 1929 city election, and Mr. Curley would have to find some other way of referring to Mr. Fitzgerald than as "the apostle of sunshine," with which slogan he campaigned so assiduously over the radio in his behalf a year ago.

Fitzgerald Close to Ely Now

Fitzgerald, so the gossips say, has fared unusually well at the hands of Governor Ely in the matter of appointments. It is common knowledge that he was the principal sponsor of Judge Richard E. Walsh, who was appointed to the Dorchester Court. The former mayor's chauffeur was later made a court officer in the same court and although Mr. Fitzgerald did not succeed in putting over his friend, Joseph W. Maynard, as registrar of motor vehicles, he is reputed to have had at least a passive influence in the final elimination of candidates for that position, much to the chagrin of some of Governor Ely's other advisers.

One cannot afford, however, to jump at the conclusion that, just because Fitzgerald is with Ely, the governor is bound to gain over his 1930 primary total, for it must be remembered that "Fitzzy" gave up the fight before the votes were cast. There is just as much reason for believing that the votes that were cast for him notwithstanding his retirement were largely anti-Ely votes as there is for the belief that Mayor Curley, making the fight of his life, campaigning spectacularly from city to city, will do much better than Fitzgerald did.

The Boston Democrats are dissatisfied by the lack of partiality shown them this year by the governor, the Cambridge contingent is still frothing over the way the redistricting bill signed by Mr. Ely cut their city to pieces, the Fall River Democrats are not friendly because of the economies found necessary by the board of finance, in New Bedford they are not any too keen over his appointment of former Mayor Edmond P. Talbot of Fall River as sheriff of Bristol County, of which their city is the county seat, and there are other grievances, real and fancied, that probably will cost votes.

It is contended on the other hand that the large amounts authorized for spending by local municipalities under the emergency highway and building programs sponsored by the governor will make support for him. This is undoubtedly true, but it is the kind of support that will not show in a primary fight as most of the local officials thus impressed are Republicans.

Some time not long since, the rumor got around that Mr. Ely was anxious to return to his lucrative law practice and

probably would not be a candidate for re-election. That there is scant truth in it is attested by the fact, cited by employees of the governor's office, that mention of such a possibility "burns him up." Any one who ever has met Mr. Ely quickly realizes that he is no man to quit in the face of opposition. Conversely, Mr. Curley has been referred to more than once as "the most ambitious man in Massachusetts." His chief ambition is the governorship and he will never have a better chance to go after it than in 1932.

HERALD 7/16/31 PLAN RECEPTION TO POST AND GATTY

World Fliers Will Visit Boston Tuesday—Final Arrangements Made

Tentative arrangements have been made for a reception to Wiley Post and Harold Gatty, around the world fliers, Tuesday, with the activities to take place on the Common and on the Esplanade. Mayor Curley conferred with Walter Myers, representative of the National Broadcasting Company, which is supervising the tour of the states by the famous pair, yesterday, and final arrangements were made as far as the city is concerned.

Expenses of \$1500 will be paid to the fliers for their visit here by the city. There will be no charge of any kind made during the reception. Special invitations will be sent out for the banquet, which is planned by the Crosscup-Pishon post, American Legion, on the night of the fliers' visit here.

NEW YORK, July 15 (AP)—By a last-minute change of plans Wiley Post and Harold Gatty flew straight for New York from Indianapolis today instead of making a stop at Boston.

Arrangements had been made for the world fliers to appear in Boston on their way here in connection with American Legion activities, but the veterans' organization was said here to have cancelled the engagement because of change in plans.

The world fliers will probably visit Boston early in their national tour.

RECORD 7/16/31 Temporary City Jobs Are Given 5 Women

Five women were today appointed temporary clerks in the public welfare department of the city by Mayor Curley. They are Sarah Woll of 30 Staniford st., West End; Margaret M. Dacey of 14 Woodlawn st., Forest Hills; Evelyn F. Costello of 15 Arcadia st., Dorchester; Margaret R. Mulkerron of 1051 Saratoga st., East Boston, and Marie F. Curran of 45 Lindsey st., Dorchester.

A SITE FOR THE GIRLS' HIGH SCHOOL

To the Editor of The Transcript:

I admire Mrs. Pigeon's courage and judgment in daring to shift her vote on the Girls' High question.

There is an historically important site for a school of this sort in John Eliot Square, Roxbury. This is near the geographic center of Boston. It is about a stone's throw from the Dudley terminal.

The property is now owned by the school department and there is ample space nearby for tennis courts and playground facilities. No school is a decent place for a girl if there is no playground.

As the father of three fine children I think I know something about schools and I think it is time for Mayor Curley to quit playing politics and to show us a little co-operation.

"Bob" Washburn seems to think that "Jim" is trying to make good and I hope he is right. He would "Have the confidence of the best" (quoting "Bob" in Monday night's Transcript) if he joined forces with Mrs. Pigeon and Dr. Lyons in giving us a fine new girls' high school, and Eliot Square is the place for it in the humble opinion of

HERBERT FISHER.

Roxbury, July 14.

CITY TO FILE GAS APPEAL

Seeks to Force Suspension of Monthly Service Charge

With the support of Somerville, Chelsea and Brookline, Mayor Curley will appeal to the Supreme Court today to force the Boston Consolidated Gas Company to drop its monthly service charge of 50 cents to Greater Boston consumers and return to them over \$3,000,000 collected in the last two years in that manner.

Corporation Counsel Samuel Silverman last night completed the petition which he filed this morning with the Supreme Court, asking for a review of the recent case in which the State public utilities commission ruled against the gas consumers in the matter of the service charge.

He insisted that under the State law here the gas companies were restricted to making charges only for gas which passed through the meters, and under this law, he said, the service charge was unquestionably illegal.

Greater Hub Joins in Fight on Gas Charge

Mayor Curley announced yesterday that his fight to compel the Boston Consolidated Gas Company to drop its service charge of 50 cents a month will have the united support of Somerville, Chelsea and Brookline. The mayor will be aided in the legal aspects of the battle by Corp. Counsel Samuel Silverman.

CITY WILL PAY \$1500 EXPENSES OF FLYERS

Amount For Post and Gatty Visit Only Covers Cost, Says Curley—Airmen Due Next Tuesday

The city of Boston, according to present plans, will pay the traveling expenses to Boston, amounting to \$1500, of Harold Gatty and Wiley Post, round-the-world flyers, who are to arrive here next Tuesday for a reception. This money will be paid to the National Broadcasting Company, which has the two flyers under contract, but it is said to represent only enough to cover the actual expenses of the two men, who will come here by airplane.

Some misunderstanding as to this arose today, and it was not until noon that it was straightened out. Visits to Boston of other noted flyers have been financed in other ways, but this one, according to the Mayor and to Walter Myers, local representative of National Broadcasting Company, will be strictly noncommercial. If any small sum is left out of the \$1500, after expenses are paid, it will go to the flyers themselves, the company acting simply as manager.

Mayor James M. Curley, this morning, said it was a mistake to assume that the city was going to pay the flyers money to come here. The city is actually, he said, going to pay the company the \$1500 to cover the expenses and incidentals of the flight.

This expense bill of \$1500 will be presented to each city on the route of the tour, which is planned to cover the 48 States. With expenses covered in this way by the cities, said Mr. Myers, all the citizens will be able to see the flyers and no one will be able to monopolize them or exhibit them for private gain.

According to present plans, which are not yet formally accepted, the

flyers will arrive at East Boston Airport about 11 a. m. next Tuesday. They will be brought to City Hall and to the State House, to be received by the Mayor and the Governor, and then to luncheon somewhere. In the afternoon there will be a reception in their honor on the Common by several hundred school children, and in the evening there will probably be a banquet at some hotel. Boston is to be the first stop on their tour of the country.

It was planned by the Crosscup-Pishon Post to bring them here last Tuesday night for the wrestling show at Braves Field, but the two flyers were in Tulsa, Ok., Monday night and could not possibly get here by Tuesday night. They would have been here Wednesday night had the threatening weather of Tuesday caused the postponement of the show for 24 hours.

Post and Gatty will broadcast just twice in the course of this tour. Once will be next Saturday morning, at Schenectady, over a short wave to Australia, when Gatty will speak to his parents, whom he has not seen in six years. The other time will be at the conclusion of the trip. They may broadcast from individual local stations, according to Mr. Myers, if the local stations desire to go to the expense. Whether an account of their arrival will be broadcast, he said, also depends on the inclination of local stations.

It is not desired or intended that Post and Gatty make a profit on this trip, said Mr. Myers. All they want to do is to break even. After the tour is ended they will undoubtedly do as much commercial broadcasting as they have offers for.

TRAVELER

Good Investment

MONEY can bring happiness and health, if you know how. The Bridgewater rest camp for undernourished children and needy mothers maintained in the summer by the Volunteers of America has facilities available to the city's poor. Money is needed to care for additional deserving youngsters.

At this rest camp is no class, creed or color distinction; no paid case, and youngsters and mothers stay for four weeks.

Gov. Ely and Mayor Curley are honorary chairmen of the camp committee that comprises all members of the Boston city council. Many other prominent persons vouch for this work.

Think of lifting city-tired mothers and children from tenement districts to the fragrant air and clean sunshine of the country and send your contribution to the committee's treasurer, Robert Gardiner Wilson, Jr., at City Hall, School street, Boston.

HERALD 7/16/31

Curley Goes Afishing on Jamaica Pond; Son Decides Mayor Is a Fine Golfer

Mayor Curley took a fishing lesson yesterday from his youngest son, Francis Curley, but a session of nearly three hours on Jamaica pond failed to demonstrate that the mayor's ability with the rod and fly is comparable with his proficiency as an orator.

In fact, after admitting that the sum total of the catch was one little fish landed by Francis, the mayor confessed that as a fisherman he was an excellent golfer.

Since Francis hooked an unusually large salmon Sunday morning, the mayor has been regaling the boy with stories of his own prowess with a hook and line and about the huge fish he caught upon some of the old time city government fishing jaunts down the harbor. Francis was unconvinced yesterday when his father failed to even get a bite and more early morning rows on Jamaica pond are in prospect for the mayor.

GLOBE 7/16/31

CURLEY ASKS COURT TO VOID GAS CHARGE

Fee of 50 Cents Per Month Per Customer Called Illegal in Petition to Supreme Court

Samuel Silverman, corporation counsel of the city of Boston, today filed in the Supreme Court petitions of James M. Curley, as Mayor of Boston and as an individual customer of the Boston Consolidated Gas Company, asking the court to review the action of Henry C. Atwill, Everett E. Stone, Henry G. Wells, Leonard F. Hardy and Lewis Goldberg, commissioners of the Department of Public Utilities, in allowing the gas company to charge customers 50 cents a month in addition to money paid for gas consumed by them as shown by meter readings.

The "50-cent per month per customer" rate, the petitioner says, is a violation of the provisions of Section 2, Chapter 316, of the Acts of 1927, and is therefore, illegal, null and void. The charge of 50 cents a month the petitioners say has been collected from the petitioners, as well as from many other customers.

Mayor Curley was allowed to intervene in a petition brought by customers of the gas company on April 7, and the Mayor objects to the refusal of the Commissioners of the Department of Public Utilities to make rulings of law as requested. He says that the commission failed to pass on customers' requests for rulings of law within 10 days after they were made, and said failure on the part of the commission operated as a ruling adverse to his petitions to each of the requests for rulings.

The prayers of Mayor Curley's petitions are, "That this Honorable Court will review, modify, amend or annul said rulings and orders and each of

them, and will enter a decree herein declaring that the order of the commission, dated Sept 27, 1929, and which said commission allowed to become effective on Oct 1, 1929, and which reads 'Rate 50 cents per month per customer' be and the same is illegal, null and void.

"That a decree be hereby entered, declaring that portion of the schedule of rates, prices and charges filed by said gas company with said commission Jan 14, 1931, and which purports to be effective Feb 1, 1931, and which reads, 'Rate 50 cents per month per customer' be and the same is illegal, null and void.

"That a decree be herein entered, declaring that that part of both schedules of the Boston Consolidated Gas Company filed with the commission which reads: 'Rate 50 cents per month per customer' be declared illegal, null and void.

"That this Honorable Court will grant to the petitioners such other and further relief as justice and equity may require, and to this Honorable Court may seem meet."

A petition of 20 customers of the Boston Consolidated Gas Company will be filed by their counsel, Maurice Ulin and Michael J. O'Leary, and one will be filed for Mayor John J. Murphy of Somerville by the solicitor of the city of Somerville. These petitions are similar in every respect to the petitions of Mayor Curley. The city of Chelsea, will ask the court to allow it to intervene in Mayor Curley's petitions.

The petitions are returnable before Judge Edward P. Pierce of the Supreme Court July 29.

AMERICAN 7/16/31

CURLEY TELLS WHY A FEE IS PAID FLIERS

Wiley Post and Harold Gatty
Expected to Arrive in
Boston Tuesday

The \$1500 to be paid by the City of Boston for the visit next week of Wiley Post and Harold Gatty, world-circling fliers, will go to the National Broadcasting Co., Mayor Curley explained today.

He stated that a portion of the money will be turned over to the aviators to defray their expenses, the remainder being devoted to the cost of arranging the trip and broadcasting appearances of Post and Gatty.

The mayor said a flat rate of \$1500 had been established by the N. B. C. in every city on the tour of the fliers in order that the trip might not be commercialized through the sale of tickets.

Although no definite date has been set, indications were that the circumnavigators of the globe would reach here Tuesday noon.

Tentative plans include a reception and luncheon, followed by a parade to Boston Common for a civic reception. The evening program includes another parade, following a banquet to the fliers.

The tour of leading cities to be made by Post and Gatty will start from New York, where the itinerary is now being arranged. Mayor Curley sent them cordial invitations to visit Boston, and it is expected this city will be among the first on the list.

The failure of the aviators to come here in their famous monoplane Winnie Mae for the Legion air show on Tuesday night was due to a misunderstanding. The fliers thought the show had been postponed to Wednesday, but when it was held on schedule, found they lacked time to get here.

Mgr. Spellman's Mother Sent Photo by Curley

Mayor Curley yesterday sent a framed picture of himself and members of his party, taken with Mgr. Francis J. Spellman on the occasion of their reception by Pope Pius at the Vatican, during a European tour, to Mrs. William Spellman of Whitman, mother of the noted clergyman.

Post

7/16/31

APPEALS TO MAYOR FOR GLIDER FIELD

Claiming that Boston is far behind other cities in providing aeronautical training and facilities for its young people, Myron S. Huckle, instructor in aeronautics at M. I. T., has issued an appeal to Mayor Curley to have the southerly end of the Boston airport turned into a glider flying field.

Clubs of Boston boys have a total of 10 gliders which they have built, Huckle stated in his letter to Mayor Curley, but they have no suitable place to fly them.

TRAVERS APPOINTED

Commander J. Frank Travers of the William F. Sinclair Post, American Legion, yesterday was appointed by Mayor Curley to the position of deputy city collector to succeed Deputy Collector Stewart E. Hoyt, who will retire on Aug. 1, after a quarter century of service.

CITY JOBS GIVEN 22 MARRIED MEN

Twenty-two married men were appointed last night by Mayor Curley to work as laborers in the water division of the Public Works Department for a period of three months at \$5 a day.

Post

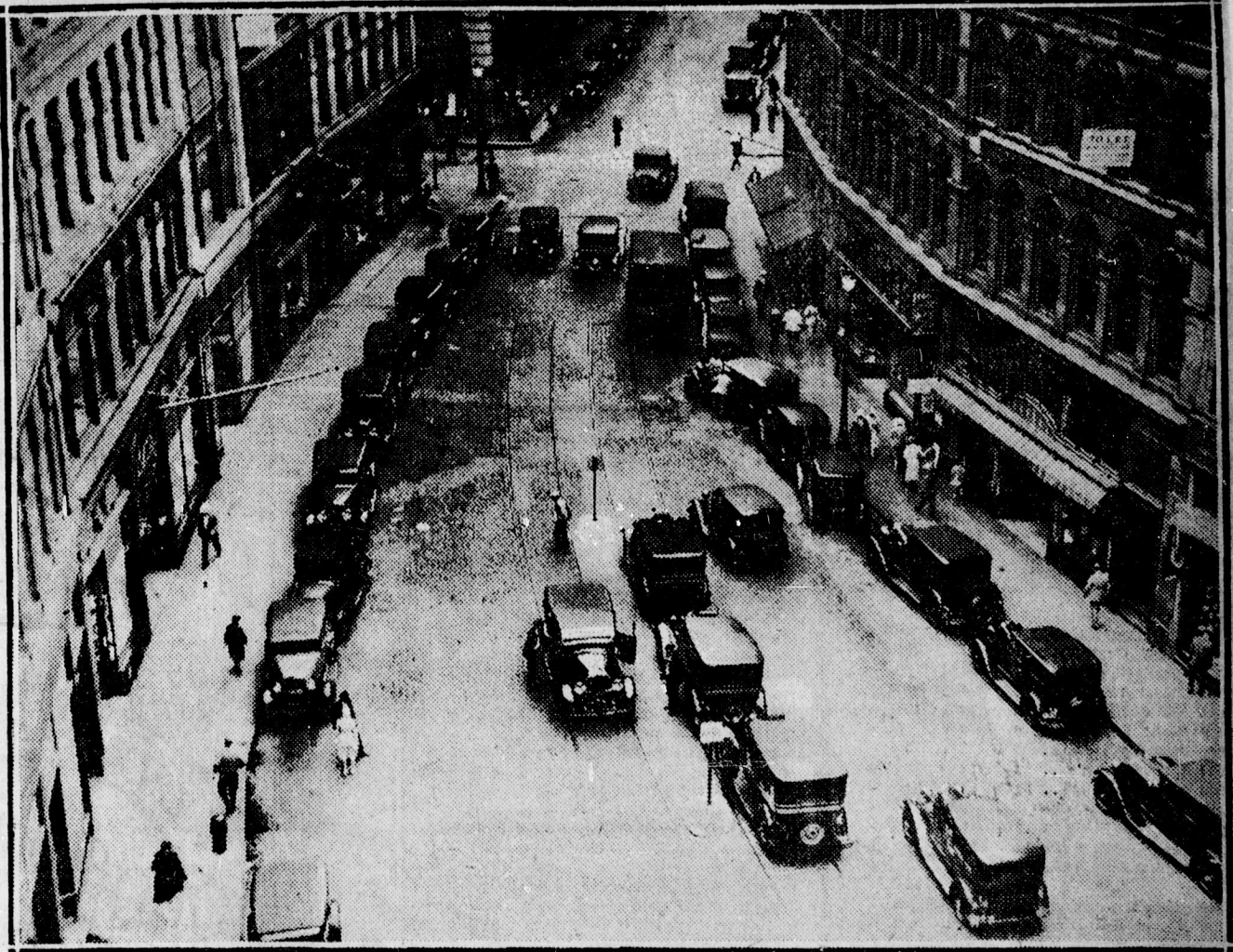
7/17/31

THE GOO GOO MAYORALTY CLINIC



TRANSCRIPT 7/17/31

Middle-Street Taxicab Stand Protested



(Transcript Photo by Frank E. Colby)

New Invasion for Franklin Street

Six-Car Privilege Just Granted in the Wider Section Between Hawley and Arch Streets Not Pleasing to Merchants and Other Tenants of the Buildings There

WHETHER the middle-of-the-street taxicab stand on Franklin street, between Hawley and Arch, will be permitted to function, depends, apparently, on the disposition of Police Commissioner Eugene C. Hultman. That he is within the law in establishing the stand is admitted by the law department, but Mayor Curley, Public Works Commissioner Joseph A. Rourke and other city officials believe that the stand will seriously interfere with the easy flow of traffic, even in that wide portion of the street.

Property owners and tenants were astonished to see the half-ton markers in place yesterday morning and immediately a storm of protest arose. Mayor Curley visited the scene with Mr. Rourke, chairman Hurley of the Street Commission and Joseph P. Lyons, assistant corporation counsel and noted that there is room on either side of the taxicab stand for the passage of but one vehicle when cars are parked at the curb.

On the question of liability of the city in the event that pedestrians or motorists, exercising due care, are injured because of collisions with the concrete markers, the legal opinion was given

that the city can be held responsible. No provision has been made to illuminate the markers at night. According to the law department the police commissioner who has sole charge of the establishment of taxicab stands, could go so far as to place them in the center of Tremont or Washington street.

Commissioner Hultman believes that Franklin street is wide enough at the point in question to absorb all possible traffic even with an obstruction in the center. He regards the stand as a great advantage over one at the curb, but the matter will be subject to detailed investigation.

Booming Our Port

Encouraging Developments

The steamship Mariposa, an \$8,500,000 palace for the Matson Lines, will be launched at Quincy Saturday.

Eastern Steamship Corporation is constructing bigger, better and, we expect, even busier liners for its Boston-New York run.

Steamship construction and operation are and should concentrate more heavily in New England, with its magnificent background of maritime history and traditions.

Boston & Maine Railroad opens commercial agencies through the Bush organization in twenty-three foreign Nations, where outlets will be sought for New England manufactures.

We have it on first-rate authority this railroad would co-operate in the establishment of new steamship lines to be headquartered at Boston, Portland and Portsmouth.

What are the bankers doing? More profitable for them in the long run to be expanding their own country, America, than to be loaning eighteen billions of American money to uncertain conditions in Europe.

The city of Boston's Commercial and Industrial Bureau circulates a pledge card for citizens to sign. "I hereby promise to loyally uphold the purpose for which this organization stands; namely, to help make Boston the finest and busiest seaport from Florida to Maine."

These are not idle gestures.

So many straws show the wind is blowing in the right direction.

CLUPE 7/17/31

CHECK FOR \$6911.50 HAS COUNTY AND CITY AUTHORITIES IN QUANDARY

An innocent appearing piece of paper—a check for \$6911.50—has the county and city authorities in a muddle. It represents the bail and interest forfeited because of the default of Oliver B. Garrett, former leader of the Police Headquarters liquor squad, who is now serving a two-year sentence at Deer Island for conspiracy to extort money from John F. Sullivan, proprietor of the old Hotel Ritz.

The check arrived at the office of Dist Atty William J. Foley yesterday.

The district attorney says it's the county's money, but he can't get the county to take it. The assistant treasurer of Boston has refused it until he gets an opinion from the corporation counsel as to whether he is warranted in receiving it. Meanwhile the check reposes despairingly in the safe of Dist Atty Foley.

"That's the first time I ever heard of anyone at City Hall requesting legal advice before accepting money," said Thomas McDavitt, secretary to Dist Atty Foley, when John L. Donovan, indictment clerk, returned from City Hall with the astounding news that he couldn't get anyone to take the check from him.

When Garrett was first arrested bail of \$6500 was furnished by Leopold Manfredonia, former professional

bondsman. Then Garrett disappeared and Dist Atty Foley brought suit on the bail bonds, attaching the property of Manfredonia in East Boston.

The Manfredonia property was later taken by the city for the East Boston tunnel project, and the district attorney's attachment was not effective, but when Manfredonia asked for an assessment of damages for the taking of his property, Dist Atty Foley obtained an injunction to prevent him from collecting any money from the city until the bail money, with interest, had been paid.

Several days ago it was agreed that Manfredonia should pay \$7011.50 to the county authorities, \$100 of which was for expenses incurred by a deputy sheriff in trying to sell the Manfredonia property before it was taken over by the city. The amount due the county for bail and interest was \$6911.50.

The check for the full amount was turned over to Deputy Sheriff Harry Gallagher, who deducted the \$100 due the sheriff, and sent his personal check to Dist Atty Foley for the \$6911.50. This was indorsed by the county prosecutor, and Donovan took it to City Hall. He returned a few minutes later with a woebegone expression on his face.

"They won't take it," he reported to Secretary McDavitt in amazement. So the check reposes in Dist Atty Foley's safe waiting for some one

CURLEY URGED TO END ROW

To the wordy battle between Police Commissioner Hultman and Traffic Commissioner Conry, wagging merrily, City Councillor John F. Dowd and Registrar of Motor Vehicles Morgan T. Ryan today added their voices.

Dowd, expressing himself as "thoroughly disgusted" with the actions of the two officials, charged they were "acting like schoolboys" and that their conduct was "a disgrace to the city." He said he will demand that Mayor Curley put an end to it at Monday's Council meeting.

Registrar Ryan's entry into the drama came as a result of Conry's charge that a Brookline man and his daughter were tagged 22 and 4 times, respectively, but failed to return the tags to police. Only three of the 26 were returned.

The registrar ordered Maurice Weinbaum, of 244 Winchester st., Brookline, and Helaine Weinbaum, of the same address, to come to his office Tuesday and explain the peculiar circumstances of the tagging.

City Officials Will Fete Honeymooners

Stanton Reid White and his wife (Sally Paula Curley), niece of Mayor Curley, will be given a welcome home party on their arrival from their honeymoon this evening, by many of their City Hall friends at the Hotel Edward, Rockport, where they will be the guests of Miss Kate Chisholm, a school chum of the bride's.

CITY OFFICIALS TO ATTEND WELCOME

Stanton Reid White and Mrs. White, the former Sally Paula Curley, niece of Mayor Curley, will be given a welcome party on their arrival home from their honeymoon this evening by many of their City Hall friends at the Hotel Edward, Rockport, where they will be the guests of Miss Kate Chisholm, a school chum of the bride's.

Among the invited guests are Mr. and Mrs. John J. Curley, Mr. and Mrs. Joseph Martin, William Coleman, J. Frank Traverse, William Bulman, John Fitzgerald, Charles Murphy, Margaret Curley, Burt Sullivan, Eileen Curley, Cornelius J. Reardon, secretary to the mayor; John J. Mahoney, William Mulen, Frank Pedonti and other city officials.

CHOBE 7/17/31

TRANSCRIPT 7/17/31

DONAHUE, NEVER TARDY, AND SICK TWICE SINCE 1884, RETIRES



MORGAN DONAHUE RECEIVING CANE FROM MAYOR CURLEY

Never tardy, and absent from work but twice on account of sickness since Oct 15, 1884, when he entered the employ of the city, Morgan Donahue, 70, will be retired on Aug 1.

The veteran of the Water Department is married, has seven children and 18 grandchildren. He was called to Mayor Curley's office today and the Mayor presented Mr Donahue a blackthorn stick from Ireland.

Post and Gatty Here on Tuesday

Wiley Post and Harold Gatty, famous 'round-the-world flyers, will arrive at the Boston Municipal Airport Tuesday morning at 11 o'clock to be the guests of the City of Boston and Crosscup-Pishon Post, American Legion. Flying the speedy Lockheed monoplane, Winnie Mae, the intrepid flyers will swoop across the city before landing to be accorded an official welcome to Boston. Plans are being completed by the Crosscup-Pishon Post, the city officials and the National Broadcasting Company for the automobile parade to the City Hall to call on Mayor James M. Curley from the airport. The parade will follow the "Lindbergh route" through Chelsea and Charlestown to Adams Square, where it will be met by a band, and then proceed through Devonshire street, State street, Congress street, Milk street, Washington street to School street and the City Hall. After paying their respects to Mayor Curley, Post and Gatty will be escorted to the State House to call on Governor Ely.

At one o'clock the Crosscup-Pishon Post will be hosts at the luncheon at the Hotel Bradford with Commander Paul Hines presiding. Roland H. Baker, Post aviation officer, has announced that Mayor Curley is expected to attend. At three o'clock the flyers will be the toast of Boston children, who will assemble at the Parkman Bandstand on Boston Common to receive the airmen. A band concert will be held in connection with the children's program.

Plans for the evening call for a dinner with Mayor Curley at six o'clock and an appearance at the Esplanade concert at the Charles River Basin at 8.30 o'clock. Post and Gatty will spend the night at the Hotel Statler and will depart for Springfield Wednesday morning. Their schedule for the remainder of the week calls for a visit at Chicago on Saturday, July 25.

POST, GATTY VISIT TO COST CITY \$1500

Amount Only to Cover Expenses—Globe-Girdling Pair To Be Here Tuesday

The \$1500 expenses of the visit to Boston of Wiley Post and Harold Gatty, globe-girdling fliers, will be paid by the city, Mayor Curley announced yesterday, and the pair will be welcomed here Tuesday at a round of dinners, receptions and other functions. The sum is said to cover merely the expense of the visit.

The aviators will arrive at East Boston airport at 11 A. M. Tuesday, and after receiving an official welcome, will proceed to City hall and to the State House to be greeted by Mayor Curley and Gov. Ely.

At 1 P. M. they will be guests at a luncheon at Hotel Bradford given by the Crosscup-Pishon Post. At 3 o'clock there will be a band concert and re-

ception by the children of Boston at the Parkman bandstand on the Common, and at 6 o'clock the mayor will be host to Post and Gatty at a dinner.

The fliers will then attend the Esplanade concert.

THE EAST BOSTON STRANDWAY

To the Editor of The Herald:

The editorial in today's issue, touching on the East Boston strandway project, shows you straining to weigh equities. It is not a case for scales but for glasses. Get the right point of view.

A word about the people of East Boston. They have agitated for a generation a strandway and shore reservation from Wood island through the fourth section and Orient Heights to the Winthrop line. They number 70,000 and in the count are 20,000 children, of whom 14,000 are attending school. They are living on the most congested area in the entire city. Unless they secure a shore reservation now they will soon be in an anomalous position of being on an island but unable to reach the

when Mayor Curley first urged the improvement in his second administration before the legislative committee on municipal finance, health statistics for East Boston showed more active cases of tuberculosis and more diphtheria than any other part of the city. The improvement has always been urged as necessary for the health of the people of East Boston, particularly the little children.

The Back Bay has no such number of children as East Boston. The Back Bay has one small public school; East Boston has 22 elementary schools, two junior high schools and one senior high school. The Back Bay was able to have millions dumped into the Charles river basin to keep its flats forever covered. Some of the men who secured the vast sums of public money for their neighborhood are always conspicuous in their opposition to improvements for the drab sections of the city.

For the enlightenment of the real estate exchange it may be said that East Boston people had 5000 of her sons on the line in the world war to make real estate safe everywhere. Men who live in the suburbs on broad avenues of sunlight and trees should hesitate to oppose an improvement designed to save the sea for the children of such people.

JAMES E. MAGUIRE

RECORD 7/17/31
Paying for Company



Wiley Post (left) and Harold Gatty, heroic world fliers, are shown here as they waved their hands in response to plaudits of admiring spectators at their reception in New York city.

Why should the city of Boston pay \$1500 to have Wiley Post and Harold Gatty, world fliers, visit here?

This question means no disrespect to the heroic flying pair. They are brave men, heroes of the air, who brought new glory to aviation. One does not hold them personally responsible for the unexpected financial angle of their proposed call upon Boston and the admiring Boston public.

During their projected stay in Boston the fliers will be suitably entertained, at the usual municipal expense. In addition, the City is to pay a visiting fee of \$1500.

Boston spent money to receive and entertain Lindbergh, Byrd, the Bremen fliers, Amelia Earhart and Hegenberger. But the city did not pay them an additional fee for coming here.

In the next place, it seems as though the City could find, in these times, plenty of more suitable uses for \$1500.

Is it a good precedent, also, to start feeing celebrities to call upon us? Should the fee be the same in all cases, or should it be graduated to the relative importance of the celebrities themselves? In the latter case embarrassment might arise.

A private organization, a theater or a county fair, for example, may book fliers or other celebrities for suitable price and then recover the cost in admission fees. But a municipality charges no admission to behold its guests.

Let us honor Post and Gatty for the heroes that they are—but not as paid attractions.

TRANSCRIPT 7/17/31
Mrs. M. C. Boyd to Head D. of I. Again

Nomination of officers and a banquet in the evening attended by Mayor Curley, United States Senator Marcus A. Coolidge, and DeWitt C. DeWolf, secretary to Governor Ely, were events of the second day of the ninth annual convention of the National Circle, Daughters of Isabella, at the Hotel Statler yesterday. Mrs. Minerva C. Boyd of Chicago, was unanimously renominated for national regent and was elected to her third term this forenoon.

In an address to the delegates Mayor Curley declared that Ireland wants to be an example to the world and told of the keen interest that pervades the country in the matter of better education and better housing. He said that Ireland may once again be the shining light she was in former times. Senator Coolidge complimented the organization on the good work it has done in charitable affairs and expressed hope that it would increase its membership in the future. Secretary DeWolf extended the greetings of the Commonwealth to the delegates. Rt. Rev. Michael J. Splain brought the greetings and best wishes of Cardinal O'Connell. Greetings from the Knights of Columbus were extended by John E. Swift, supreme director of the organization, and Joseph M. Kirby, State deputy.

Other officers nominated for election today without opposition are: Rev. Henry J. Coleman, Beacon Falls, Conn., chaplain; Mrs. Carolyn B. Manning, New Bedford, national vice regent; Mrs. Mary E. Booth, New Haven, past national regent; Miss Mary F. Riley, Providence, national secretary; Mrs. Mary F. McDavitt, Longmeadow, national treasurer; Miss Gertrude A. Whitney, Covington, N.Y., national inner guard.

TRAVELER 7/17/31
D. OF I. TO RE-ELECT MRS. MINERVA BOYD

Chicago Woman Cheered at Banquet at Statler

Mrs. Minerva C. Boyd of Chicago will be re-elected national regent of the Daughters of Isabella today, the third day of their national convention being held at the Hotel Statler. She has held the office since 1929.

She was unopposed for the nomination yesterday. Mrs. Boyd was given an ovation last night when she arose to speak at the annual banquet of the order in the ballroom of the Statler.

Other speakers were: Mgr. Michael J. Splaine, representing Cardinal O'Connell; Senator Marcus Coolidge, Mayor James M. Curley, DeWitt DeWolf, representing Gov. Ely; John E. Swift, national head of the Knights of Columbus; State Deputy Joseph M. Kirby, and the Rt. Rev. Ambrose F. Roche.

Nearly 1000 Catholic leaders from all parts of the country attended the banquet.

Other officers unanimously nominated are: the Rev. Henry J. Coleman, Beacon Falls, Ct., chaplain; Mrs. Carolyn B. Manning, New Bedford, national vice-regent; Mrs. Mary E. Booth, New Haven, past national regent; Miss Mary F. Riley, Providence, national secretary; Mrs. Mary F. Davitt, Longmeadow, national treasurer; Miss Gertrude A. Whitney, Covington, Ky., national inner guard. The convention will continue its sessions today and tomorrow.

TRAVELER 7/17/31

GLOBE 7/17/31

Paying Post and Gatty

MAYOR CURLEY authorizes the payment of \$1500 to Post and Gatty, round-the-world fliers, to come to Boston.

The proposition seems extraordinary at first thought. Why should Boston pay anybody to come here? Boston did not pay Lindbergh or Byrd or any other notable. Is it a legitimate use of the taxpayers' money? What does it lead to?

These are questions which come up. And then we think further and realize that money spent for public entertainment is money legitimately used. We spend money for fireworks, and exploding fireworks are a source of torture to persons who are ill. We spend city money for band concerts and we have met persons, strange as it may seem, who do not like band concerts. We spend money for ice cream for children on holidays. We spend money for decorations. We spend money on banquets and medals for visiting celebrities. Why not spend it to give the public an opportunity to see Post and Gatty?

The problem simmers down to a question of whether the public wants to see Post and Gatty and the Winnie Mae, which flew around a considerable girth of the world. Their visit would be a wholesome experience. It would interest men, women and children in science, geography and worth-while endeavor. It would get their minds off crime and gloom and sordidness.

We have no right to expect Post and Gatty to fly here and pay their own expenses. Flying a ship like the Winnie Mae is costly. The sum involved is relatively small when we consider other expenditures for celebrations and entertainments.

Yes, it is a very good investment. You may disagree with us. If so, write a letter to the People's Forum. In fact, we would carry out the idea logically. Why stop at paying persons to come here? Why not pay some who are here \$1500 apiece to get out?

Father and Son

FOR three hours, under the blazing sun, a man and a boy sat fishing. The boy, a few days before, had caught a big salmon in Jamaica pond. He had brought it home to his father and the father had said:

"Let's go fishing again, you and I, and see what I can do."

But this day the fish were not biting. The boy did get a wee one, but father got none.

The boy was Francis Curley and the man was the mayor of Boston. Jim Curley has always impressed us with his knowledge of city government. He has charmed us with his oratory. He has thrilled us with his fighting spirit. But we like him best sitting there at Jamaica pond, with his youngest son, patiently angling for three hours under a broiling sun.

What a worth-while companionship this is! Father and son, neither having much luck with fish, but each winning golden treasure in the other's company. There were many important things Mayor Curley might have been doing during these three hours, but none so important as affording comradeship to his boy.

How some other boys must envy Francis Curley his daddy!

OVATION TO MAYOR AT CONVENTION BANQUET

Nation, State, City Greet Daughters of Isabella

National, State and city representatives greeted the 1000 Daughters of Isabella in national convention here, at the banquet served last evening in the ballroom of the Hotel Statler. Mrs. Carolyn B. Manning of New Bedford, national viceregent, was toastmaster. Senator Marcus A. Coolidge brought a message of what the women meant in all lines of endeavor.

Mgr. M. J. Splaine brought the greetings of Cardinal O'Connell and stated that His Eminence was greatly appreciative of the work of the organization. The Papal blessing was presented to the group, having been received from Rome through the efforts of Rev. Edward F. Garesche, president of the International Medical Missionary Association and chaplain of the Milwaukee Circle.

Dewitt Clinton DeWolfe brought the greetings and regret of Gov. Ely. A handsome basket of roses surmounted with a beautiful silk State flag, the gift of the Governor, was his message in flowers.

The arrival of Mayor Curley was the signal for tremendous applause and an ovation which continued for several minutes, the women rising, waving their napkins, and cheering long and loudly. Mayor Curley presented Mrs. Minerva C. Boyd of Chicago, national regent, with a blackthorn key in the name of the entire citizenship of Boston. The blackthorn was secured in Killarney during the Mayor's recent visit in Ireland.

Other speakers were: Joseph M. Kirby, State deputy of the Knights of Columbus; John H. Swift, supreme director of the K. of C., and Mrs. Boyd, national regent of the Daughters of Isabella. A musical program was given by John D. Turcotte, tenor; Philip J. Dillon of Fall River, tenor; William Berube and John H. Sullivan, bass, with Mrs. Marguerita R. Hobbs as accompanist.

CONTRACT AWARDED FOR SECTION OF TRAFFIC TUNNEL

Mayor Curley last night awarded the contract for construction of Section 3 of the East Boston traffic tunnel, from Dock sq to Cross st, to the C. & R. Construction Company of Boston, for \$259,524.70, the lowest of nine bids. Work will begin in 15 days.

JOHN F. TRAVERS NAMED DEPUTY CITY COLLECTOR

Commander John F. Travers of William F. Sinclair Post, American Legion, was promoted last night by Mayor Curley from assistant director of public celebrations to the position of deputy city collector. He will take office Aug 1 upon retirement of Deputy Collector Stewart E. Hoyt.

AMERICAN 7/17/31

CITY VETERAN IS REWARDED



MAYOR CURLEY

MORGAN DONAHUE

All ready to step out! Morgan Donahue, 70, of Howell st., Roxbury, receiving blackthorn stick from Mayor Curley as reward for 47 years of service in City Water Department. He retires on Aug. 1. He says he is still "full of pep" and only regret age has brought is a little "loss of hair." Staff photo.)

IN SERVICE OF CITY 47 YEARS

Mayor Curley today presented a shillelah to Morgan Donahue, 70, of 37 Howell st., Roxbury, for his record of 47 years service in the City Water Department. Donahue will go on the retired list Aug. 1.

Born in County Galway, Ireland, Donahue came to America when he was 17 years old and entered the service of the city at the Albany st. yard. At that time he worked 12 hours a day for \$2. For 26 years he has been in charge of the emergency wagon at the yard.

Only twice has Donahue been late or absent from work. The first was in 1901, when he lost a toe under a heavy piece of pipe. The second occasion was four years ago, when a heavy cold kept him from work for three weeks.

"I'm still full of pep," he said to the mayor, "and can still do a lot more work than some of the young fellows. My only complaint at reaching 70 is the loss of my hair."

Mrs. Donahue is still living, as are seven children.

Archbishop Calls on Mayor Curley

Rt. Rev. Leon Tourian, Roman Catholic Archbishop of the Armenian churches of the United States, who was recently transferred to this country from Manchester, England, by Pope Pius XI, visited Mayor Curley at City Hall today and was presented with an Irish walling stick.

Bishop Tourian will make his headquarters in New York. He is now in this city on a visit to Armenian residents. Following his visit to Mayor Curley, Bishop Tourian and the members of his party were taken on a tour of Lexington and Concord by J. Philip O'Connell of Mayor Curley's office, and had lunch at the Wayside Inn, Sudbury.

Graduation at Long Island Wednesday

Graduation exercises at the Long Island Hospital School of Nursing, maintained by the institutions department of the city, will be held in the chapel there Wednesday morning.

Mayor Curley will be the principal speaker at the exercises. Institutions Commissioner James E. Maguire will preside and the invocation will be given by the Rev. Louis J. Halliwell, S. J., chaplain of the hospital. Twenty-two young women will be graduated from the school.

GLOBE 7/17/31

CURLEY ASKS REVIEW OF GAS RATE CHARGE

Files Petition as Mayor and as Customer

Petitions were filed yesterday in the Supreme Court by Samuel Silverman, corporation counsel of the city of Boston, in behalf of James M. Curley, as Mayor of Boston and an individual customer of the Boston Consolidated Gas Company, asking the court to review the action of Henry C. Attwill, Everett E. Stone, Henry G. Wells, Leonard F. Hardy and Lewis Goldberg, commissioners of the Department of Public Utilities, in permitting the gas company to charge customers 50 cents a month in addition to money paid by them for gas as shown by the meter readings.

The petitioner says the "50 cents per month per customer" rate is a violation of the provisions of Section 2, Chapter 316, of the Acts of 1927, and is therefore null and void and illegal.

The Mayor was allowed to intervene in a petition brought by customers of the gas company April 7, and he objects to the refusal of the Commissioners of the Department of Public Utilities to make rulings of law, as they were asked to do. The commission, he says, failed to pass on customers' requests within 10 days after they were made, and said failure on the part of the commission operated as a ruling adverse to his petitions to each of the requests for rulings.

Twenty customers of the gas company will file, through their counsel, Maurice Ulin and Michael J. O'Leary, a petition similar to that filed by the Mayor, and the city solicitor of Somerville will file one for Mayor John J. Murphy of Somerville. The city of Chelsea will ask the court to allow it to intervene in Mayor Curley's petitions.

The petitions are returnable before Judge Edward P. Pierce of the Supreme Court, July 29.

POST

7/17/31

POST-GATTY REACH HUB ON TUESDAY

Full Day Is Planned for World Girdlers While Here

Definite plans for Boston's reception to Wiley Post and Harold Gatty, round-the-world fliers, who will reach here Tuesday noon, will be arranged today at City Hall by Mayor Curley, in conference with officials of the Crosscup-Pishon Post, American Legion, and representatives of the airmen.

INVITATION ACCEPTED

Following the city's agreement to pay \$1500 towards the expenses of the nation-wide tour of the aviators, Post and Gatty yesterday accepted officially Mayor Curley's invitation to them to include Boston in their itinerary.

City Auditor Rupert S. Carven yesterday pointed out that this was the first occasion on which the city had been required to contribute toward the expenses of famous fliers, though \$43,017.70 was spent by the city a few years ago on public celebrations in connection with the receptions to visiting kings and a queen of the air.

For parades, luncheons, dinners, banquets and hotel accommodations, the city spent \$14,637.23 on the Bremen fliers, \$14,472.78 on Colonel Lindbergh's reception; \$9389.62 for the welcome to Admiral Byrd, with Acosta, Chamberlin, Hegenberger and Maitland, and \$4518.14 on the visit of Amelia Earhart, according to the city auditor's figures. In all these cases, the expenses of the flights to this city were borne by the sponsors of the fliers, while the city feted them lavishly.

With the financial arrangement agreed upon, tentative plans call for the landing of the world-girdling plane Winnie Mae at the East Boston airport at 11 o'clock Tuesday morning, flying directly from Walden, N. Y., where

Gatty and Post are scheduled to spend the week-end.

From the airport they will proceed by automobile to City Hall for an official visit to Mayor Curley, riding by way of East Boston, Chelsea and Charlestown to Adams square, where they will be met by a band and parade through Devonshire, State, Congress, Milk, Washington and School streets to City Hall, after which they will proceed to the State House.

Welcome by Children

From the State House, according to the tentative plans, they will go to the Hotel Bradford at 1 o'clock, there to be the guests at a luncheon to be given by the Crosscup-Pishon Post, American Legion, with Commander Paul H. Hines, presiding. Here the two fliers will speak, as well as Mayor Curley.

Children of Boston will extend their welcome to the fliers at 3 o'clock at the Parkman bandstand on the Common, where a public reception will be held, together with a band concert. At 6 o'clock at night the city's official banquet will be held at one of the leading hotels, at which Mayor Curley will present municipal gifts to the world heroes. Following the banquet, Post and Gatty will lead a night parade to the Charles River Esplanade, where they will attend the Symphony concert and broadcast their message over the air. They will spend the night at the Hotel Statler and leave this city early Wednesday morning to continue their tour, which will take them to Springfield, Thursday.

DONOVAN NOW DISTRICT CHIEF

Appointment Is Approved by Mayor Curley

Promotion of Captain William F. Donovan of Ladder 16, at Washington and Poplar streets, West Roxbury, to the rank of district chief of the Boston Fire Department, was approved yesterday by Mayor Curley.

The new chief takes the place of District Chief Thomas E. Conroy of Jamaica Plain, who retired July 7. District Chief Donovan has been a member of the department since March 2, 1900, and resides at 30 Oakview terrace, Jamaica Plain. He was top man on the Civil Service list for district chiefs.

Work on Tunnel to Start in Two Weeks

Construction of the downtown stretch of the \$16,000,000 East Boston traffic tunnel will start in two weeks, it was said yesterday after a contract was awarded with Mayor Curley's approval, to the C. and R. Construction Company of this city, to complete the job in nine months at a price of \$259,524.70.

Colonel Thomas F. Sullivan, chairman of the Boston transit commission, in charge of the tunnel work, stated last night that the work will consist of building a steel and concrete underground tube from North square under North street to Cross street.

GLOBE 7/17/31

WORLD FLYERS WILL TOUR CITY TUESDAY

Boston Will Pay \$1500 for Post and Gatty Expenses

Harold Gatty and Wiley Post, globe girdlers, will, under present plans, have their expenses for the airplane trip to this city next Tuesday paid by the city of Boston. The amount, about \$1500, will be paid to the National Broadcasting Company, which has the two fliers under contract. It will be only enough to cover the actual expenses of the fliers now on tour and is not in the nature of a commercial bid for their presence in the city as was formerly thought by many.

Mayor Curley said yesterday morning that it was a mistake to assume that the city was going to pay the fliers money to come here. According to Walter Myers, local representative of the National Broadcasting Company, a similar bill will be presented to each city in the path of the tour. In this way all citizens will be able to see the pair, and no one will be able to monopolize them or exploit them for private gain.

The fliers, according to present plans which are not yet formally accepted, will land at East Boston on the Nation-wide tour next Tuesday at about 11 a. m.

From the airport they will go via Chelsea and Charlestown to Adams sq, where the band will meet them. Then they will go through Devonshire, State, Congress, Milk, Washington and School sts, to the City Hall, where they will call upon the Mayor.

Then, with their escort, the fliers will go to the State House to pay their respects to the Governor.

From the State House they will go to the Hotel Bradford where at 1 they will be guests at a luncheon given by Crosscup-Pishon Post, A. L., with Commander Paul Hines presiding, assisted by Roland H. Baker, post aviation officer. Mayor Curley is expected to be present.

At 3 there will be a band concert and a reception by the children of Boston to the fliers at the Parkman bandstand on the Common.

Arrangements are being made at the Mayor's office for the banquet to the fliers at 6. The Mayor will be host.

Post and Gatty will then attend the Esplanade Concert on Embankment road at 8:30, and will be presented by Mayor Curley to the citizens of Boston.

They will spend the night at the Hotel Statler.

SERVICE CHARGE HEARING JULY 29

The case of Mayor Curley against the Boston Consolidated Gas Company for abolition of its service charge of 50 cents per month will be heard July 29 by a single justice of the Supreme Judicial Court.

Post 7/17/31

Daughters of Isabella in Annual Convention



With saloons disappearing and more schools and modern homes springing up in communities where there are few people living, Mayor Curley declared last night in an address to delegates attending the national convention of the Daughters of Isabella at the Hotel Statler that Ireland wants to be an example to the world today.

He told of the keen interest that pervades Ireland in the matter of better education and better housing and said that Ireland may yet be the shining light she was in olden times. He said that through taxation true temperance is prevailing in that country, and that one would have to be a millionaire to get intoxicated.

He referred to the fact that it was not safe for a jewelry salesman to go to even one of "our best hotels," and the fact that Mrs. Minerva C. Boyd, national regent of the organization, came from Chicago, in presenting her

with a black thorn cane which he described as one of the means of offence and defence in Ireland in the olden days.

Praises Organization

United States Senator Marcus A. Coolidge complimented the organization on the good work it has done in charitable affairs and expressed the hope that it would increase its membership in the future. DeWitt C. DeWolf, secretary to Governor Ely, brought the greetings of the State.

Mrs. Carolyn B. Manning, national secretary, of New Bedford, was toastmaster and presented the Rt. Rev. Michael J. Splaine, D. D., who brought the greetings and best wishes of Cardinal O'Connell. Greetings from the Knights of Columbus were brought by John E. Swift, supreme director of that organization, and State Deputy Joseph M. Kirby. The Rt. Rev. Ambrose A.

Roche, D. D., said grace and National Regent Boyd urged the members to increased activity in building up their membership.

Earlier in the day Mrs. Minerva C. Boyd, national regent of the order, was unanimously nominated to head the organization for another year. Mrs. Boyd, whose home is in Chicago, will be automatically elected to her third term when the officers are elected this morning.

Other Officers Chosen

Other officers nominated this morning, who will be elected without opposition, are the Rev. Henry J. Coleman, Beacon Falls, Conn.; Mrs. Carolyn B. Manning, New Bedford, national vice-regent; Mrs. Mary E. Booth, New Haven, Conn., past national regent; Miss Mary F. Riley, Providence, R. I., national secretary; Mrs. Mary F. Davitt, Longmeadow, national treasurer, and Miss Gertrude A. Whitney, Covington, Ky., national inner guard.

Miss Mary C. Phelan, Fort Madison, Ia., national chancellor, will be opposed by Mrs. Bertha Rassenfoss, Cincinnati, O.; Miss Helena Stephen, Milwaukee, Wis., will be opposed for the office of national monitor by Mrs. Mary F. Pendergast, Providence, R. I.; Miss Mary A. Barron, Portland, Me., and Mrs. Florence Latno of Old Town, Me.; Mrs. Nellie Conrad, Pittsburg, Kan., present national outer guard, will be opposed at the polls by Mrs. Audrey E. Fairley, Millinocket, Me., and Mrs. Mabel Everett, Anaconda, Mont. Candidates nominated for the office of director for six years are: Mrs. Agnes Zeller, Detroit, and Mrs. Mary L. Kopf, Dayton, O.; for two years, Mrs. Mary Becksler, Washington, D. C.; Mrs. Emma Mitchell, Connecticut, and Mrs. Lillian M. O'Day, Greensburg, Ind.

PAYING FOR VISITORS

Although it is explained that the fee of \$1500 which the city will pay for the "appearance" of Post and Gatty, the round-the-world fliers, is for their personal expenses, the principle of the thing is bad. The city will doubtless expend several thousand dollars in entertaining the distinguished visitors. This expenditure is legitimate. But to pay them \$1500 for coming here is a different matter.

Somehow, it takes all the sentiment out of the affair and puts it on a commercial basis. Our people are very glad and very eager to have distinguished public figures come to Boston. We want to show them a good time. But when we are told they won't come unless they get \$1500 it rather takes the edge off public enthusiasm.

City Spends More Per Capita Than Any Other in the Country and Two New Record Lows Are Expected in This Year's Death Rate as a Result

By Forrest P. Hull

HAVE you noticed, in your wanderings, that the children of Boston appear a little more care-free and happy, a little more sprightly of step and a little more sturdy of physique than those of other large cities? If so, why not speculate upon the benefits of the recreational privileges and the encouragement to out-of-door life, in playgrounds, parks and beaches, which Boston so generously offers through official and private agencies? Visit the Strandway, South Boston, on a warm day, where thousands enjoy the cooling breezes and waters of the bay, or the hundreds of acres of inland fields where organized sport prevails, and be convinced that the city is reaping untold advantages with the money that it spends for pleasure and for health.

Boston, it is true, has an enviable reputation along this line. It is credited by the National Recreation Association with the largest per capita expenditure for public recreation activities in the United States. It spent \$1,580,465.46 last year, or \$2.02 for every one of its inhabitants. The nearest city in the recreational recapitulation was Cleveland, with a per capita expenditure of \$1.90; then came Milwaukee with \$1.50, San Francisco with \$1.38 and Newark with \$1.19. Way behind were the three largest cities of the country—New York, forty-seven cents, Chicago, seventy-four cents, and Philadelphia, forty-two cents.

These figures do not tell the whole story, by any means, but they are indications of greatest value as one reflects upon conditions as he sees them or accounts for the reputation which a community has in pleasure and health-giving opportunities. People come to Boston from the West or the South interested not only in the historical treasures of the community but in the beautiful shore and country drives, the opportunities for sports and out-of-door life generally. If one doubts that statement, he should take note of the out-of-State cars in the recreational areas of Boston. On the Strandway yesterday were noted cars from twenty or more States, all parked and with occupants presumably in the water.

A Sound Investment

Official Boston, no matter what the administration, has always regarded recreational facilities as a sound investment, with playgrounds offering opportunities for all sorts of games and the bathing spots and municipal baths every opportunity for cleanliness. It is not strange, therefore, that Boston should have the largest and most modern bathhouse in the country—that which was recently dedicated at L street, South Boston, with accommodations for 3500 bathers at one time—or that Boston should have developed to the highest degree its play-ground work, inasmuch as the oldest public playground in America, opened fifty years ago, is that known as the Charlesbank.

"I think what would happen if, for reasons of economy or by whim of a mayor, the bathhouses, the zoo, the aquarium, or the playgrounds were closed, or even seriously restricted," exclaimed William P. Long, chairman of the park commission, in his radio talk from City Hall, made recently. "Yet these remarkable agencies of service constitute relatively a small part of the Park Department's thought," the commissioner continued. "In addition to the remarkable chain of parks and highways which have made Boston famous throughout the world, there are scattered throughout the city nineteen other detached or miscellaneous parks, eighty public squares, sixty-two playgrounds, eleven beaches, eleven gymnasiums, the airport, twenty-two cemeteries and such wonderful attractions as the Common, the Public Garden, Franklin Field, the Fens and the Strandway for constant attention."

It has been said that no city of the country is more devoted to sports or recreation than Boston. Nobody would doubt that estimate if he were a constant visitor to the beaches and the parks. One is astonished at the variety of attractions in the Boston park system and the great number of men, women and children enjoying them. Yearly figures are not usually available to indicate the volume of pleasure-lovers. The other day, however, Chairman Long surprised Mayor Curley with a fresh reminder of the great blessing of the Atlantic Ocean, and Dorchester Bay in particular, to Boston. From June 28 to July 4, one week, 55,570 persons passed through the turnstiles at the L street bathhouse, a figure exceeding by thousands any previous count. A similar survey of the golfing privileges at Franklin Park indicated that the records of former years for the number of players would be exceeded this year.

Everybody realizes that the city could spend many more millions on public recreational features and still be unable to meet public demands. If bathhouses were to be erected along the entire South Boston waterfront they would be filled every warm day in summer and if half the city's area were devoted to golf there would still be a waiting line. As for playgrounds, there is constant demand from the various sections, even though no city has provided these sport areas so numerous or so conveniently near the homes of children who make use of them.

Often one hears Mayor Curley deplore lack of public interest in municipal activities. He wishes the public knew more about the workings of such departments as hospitalization, health and public works. Seldom, if ever, has he had occasion to criticize the public for not displaying more interest in recreation. His deep concern has been to raise the money to provide more and more opportunities for the relief of people in the congested districts who are unable to go away for a vacation. Three outstanding developments of the year will redound verlastingly to his credit and also to the credit of Chairman Long of the Park Department. One is the \$400,000 L-street bathhouse, South Boston; another is the \$1,000,000 municipal golf links now under way on the West Roxbury-Hyde Park line, and the third is the completion of the \$450,000 Fenway development.

One obtains a highly illuminating picture of the diversity in city life as he travels about town in summer and finds in the peaceful areas of the Back Bay and other districts of the well-to-do house after house closed and occupants at summer homes or abroad, while in the other residential or tenement house sections men, women and children leave their homes only for brief periods daily.

to enjoy what the city is providing for their comfort. There are ten miles of the famous park system and it is said that there is not a single portion of it which does not have a direct appeal to the people. One sees North End and West End people walking through it day after day, and enjoying such attractions as the rose garden at Franklin Park and the beauties of the ponds with as much zest as they enjoy the bathing at North End park. Denizens of the tenements mingle with the most refined of nature seekers in the Public Garden and in the Fens.

To say that the bathing beaches, the shower baths in the gymnasiums, the playgrounds, the zoo, the aquarium, the golf course, the Common and the Public Garden, the Fens park and the mile after mile of beautiful walks in that great area from the heart of the city to Marine Park, South Boston, provides the "real life blood of the city," is no exaggeration. Boston has 2917 acres devoted to pleasure and recreation, and the park department has no greater exponent of its work than Dr. Francis X. Mahoney, health commissioner, who declares that though the city is spending much money for recreation the benefits are being revealed day after day. "The work is playing its part in the great preventive medicine program by conserving health," the commissioner says. "It is quite apparently a most important adjunct to the city's health program and is the complement of the direct activities under the health commissioner. The program has a great influence on the case incidence and mortality figures of which the city is justly proud. Year after year they become more favorable and stand comparison with any similar city in the country."

"From present indications, Boston will have at the end of the year the lowest infant mortality rate ever recorded for the city. The general death rate will compare favorably with other years and deaths from diphtheria will probably show the lowest rate ever recorded. Deaths due to pulmonary tuberculosis continue to show a small decrease. Deaths of children under fifteen years of age will also probably show the smallest rate on record."

Work of the Park Department in providing for the health and happiness of the children of the playgrounds is most ably seconded by the school department, which organizes the play and provides the teachers. Last year the department spent \$75,000 in the bureau of extended use of the public schools and \$141,650 in the bureau of physical education. The expense of the park department for recreation was recorded as \$1,340,251. Added to these agencies, was the Community Service, Inc., which spent \$23,562.

Boston reports 152 playgrounds, thirty-eight of which are conducted by the department of physical education of the School Committee; 160 baseball diamonds, eight tennis courts, twenty ice-skating areas and nine bathing beaches. In its sports program, the schools have 1280 baseball teams and the park department 290; the schools, thirty-four football teams and the parks thirty-two; the parks, eighty-four basketball teams; the schools thirty-nine indoor track teams, fourteen hockey teams and 1500 squash teams.

Globe 2/17/31

ARCHBISHOP OF ARMENIAN ROMAN CATHOLIC CHURCHES VISITS MAYOR



MAYOR CURLEY PRESENTING CAME TO RT REV LEON TOURIAN, ARCHBISHOP OF THE ARMENIAN ROMAN CATHOLIC CHURCHES IN THE UNITED STATES.

Mayor Curley received yesterday a visit from the Archbishop of the Armenian Roman Catholic Churches in the United States, Rt. Rev Leon Tourian. Transferred from Manchester, Eng. the distinguished prelate will have his headquarters in New York city.

The Archbishop and his party were

taken on a trip to Lexington, Concord and Sudbury by Phillip O'Connell after the conclusion of their visit to the Mayor.

Among those who accompanied Archbishop Tourian to City Hall were Capt G. Harry Adalian, U. S. A. V. C. Vahan, Armenian reporter Sarkis Garakian, John Habeshian and M. Kolligian.

OFFICIALS MAY RIP UP HULTMAN TAXI STAND

Mayor and Others Inspect Franklin-St Base

A taxi stand in the center of Franklin st near Arch st, came in for attention by Mayor Curley, the Public Works Department, Street Commission and the City Law Department yesterday. Police Commissioner Hultman authorized the placing in the street of a concrete base for taxicabs and now there is a question raised as to the authority of the Police Commissioner so to act.

Mayor Curley, accompanied by Public Works Commissioner Rourke, Chairman Hurley of the Street Commission, and Asst Corporation Counsel Lyons, went to the taxi stand late yesterday afternoon. It is known that authorities object to obstructions in the street and, if the Law Department determines that the stand was placed there without authority, employees of the Public Works Department will be ordered to rip it up.

Following official inspection of the stand, Commissioner Rourke, Mr Lyons, Chairman Hurley and other members of the Street Commission conferred on the question of authority as well as the question of whether an obstruction has been placed in the highway.

For not knowing the automobile

FINDS HULTMAN ACTED LEGALLY

Law Department Rules on Taxicab Stand

The City Law Department has placed its stamp of approval on Police Commissioner Hultman's experimental public taxicab stand in the middle of Franklin st, near Arch st, in the heart of the business district, according to Chairman Thomas J. Hurley of the Street Commission, who today said that the police head had acted within the Legislative authority given him by the Boston Taxicab law of last year.

The decision as to the legality of the so-called hackney stand in the center of Franklin st was made by Acting Corporation Counsel Joseph P. Lyons, who yesterday went down to the Franklin-st stand and viewed the location in company with Mayor Curley and Public Works Commissioner Joseph A. Rourke, with the result that the Mayor, Rourke and the Street Commissioner were of the belief that the stand should be removed at once. Mayor Curley regarded the public stand, with its two half-ton concrete base markers, as an obstruction to free flow of traffic. Stands for half a dozen cabs are provided for within the concrete bases.

Chairman Hurley of the Street Commission, who was interested in the matter as concerns the free passage of traffic, said today the City Law Department has decided that under the provisions of Chapter 392, Section 8, Acts of 1930, the Police Commissioner has acted within his rights in placing markers for a taxi stand in the middle of Franklin st. The statute states that the Police Commissioner shall designate certain portions of public ways other than the sidewalk for hackney stands, and also that such stands shall be plainly marked as public hackney stands.

POST AND GATTY PLANS ANNOUNCED BY CURLEY

Mayor James M. Curley yesterday announced that Post and Gatty, the world girdlers, will be entertained at dinner on Tuesday evening at the Fo'castle, Marblehead. It will not be necessary for Boston to provide a banquet, and the expense to the City of Boston will be limited to the \$1500 appearance money; two bronzes, which will be presented on Boston Common, and for two bands which will take part in the parade from the airport to Adams sq, to the City Hall where the flyers will meet the Mayor and then proceed to Boston Common.

The flyers are due to reach the airport at 11 o'clock, but the various incidents of the trip from there will take up so much time that they are not expected at the Common much before 3 p m.

Plans for the luncheon to be tendered by the Crosscup-Pishon American Legion Post to Post and Gatty at the Hotel Bradford next Tuesday were announced yesterday by Roland H. Baker, chairman of the post's aviation committee.

Among those invited are Mayor Curley, State Commander Richard Paul of the Legion, Henry I. Harriman, president of the Boston Chamber of Commerce; Rear Admiral Louis M. Nulton, Maj Gen Fox Connor and a score of other prominent citizens.

TRANSCRIPT 7/18/31

Conte

much easier and I am extremely grateful to them for their support. Yet while their good will and support were essential and necessary, I am frank to say that I never would have succeeded, as I feel I have done, without the earnest, hearty support of the mayors whom I have served and more particularly the present mayor of Boston, James M. Curley.

Need of Control

I have often been asked if there is a need of censorship, and my reply has been yes. There is a need of as little regulation or censorship as the public popularly call for, and as much regulation or censorship as public decency demands. There is a need of regulation or censorship, honest, fearless and unbiased, free from any political influence or temperamental mood. You cannot prostitute the public stage in a community and not get the results in the social life of the community, a fact that becomes a reality when producers, oblivious to the moral and legal rights of the people, put on shows that undermine the public morals of the people. Every activity serving the people has its rules and regulations governing and controlling its operation. It has in other words, its censorship.

While the mayor has always been a firm believer in the regulation of the stage, he has always felt that preventive measures were far more potent than retaliatory means. Many times, but in every instance at the request of a producer or a manager, I have been sent to other cities to review productions prior to their Boston engagement. In all these cases the entire expense was borne by those interested in the show and no expense ever charged to the city. After reviewing, changes and eliminations were suggested, but, in some instances because of the inability to suggest anything that would make the show presentable, I have honestly advised booking elsewhere, though I have always mentioned that the show had a legal right to come to Boston and be judged at its opening performance here.

There is a large and growing population which take the ground that art in drama is not art unless it concerns itself with themes that were formerly considered suitable for discussions in clinics and autopsies, and the "new morality" which some rave about means that there shall be no curbing or stopping of any production no matter how bad it is or what the effect may be on the community.

The Mayor of Boston and those constituting the board for the conduct of the stage and the screen have no desire to curtail the rights of any citizen nor to limit their opportunities to enjoy dramatic productions, but as the licensing authority they must exercise their own judgment in the performance of their duty so long as this duty is imposed by law. The board welcomes any suggestions or constructive criticism regarding its official activities, and though some of our most cultured and artistic citizens may desire to witness certain dramatic productions which they alone can appreciate in the highest artistic dramatic sense, it is to the masses of our citizens, that the mayor and the board owes their decisions, rather than to any particular class.

DONOVAN TAKES OVER EAST BOSTON DUTIES

New District Chief Given Sendoff in Roslindale

District Chief William F. Donovan of the Boston Fire Department, who was raised from the rank of captain by Mayor Curley, took over his duties in the East Boston section this morning.

Chief Donovan, prior to his promotion, was stationed at Ladder 16, in



WILLIAM F. DONOVAN
District Fire Chief

Roslindale sq. as a captain until two days ago, when he was informed of his promotion to succeed District Chief Thomas E. Conroy, who retired on July 7 last. He was assigned to District 1 in East Boston.

During most of his career in the Fire Department Chief Donovan has been stationed in the Jamaica Plain and Roslindale stations, where he was one of the most widely known men in the department. He was born in Jamaica Plain and has lived there all his life.

Prominent citizens and members of the various organizations in Roslindale visited the fire station throughout yesterday and last night to extend best wishes to Chief Donovan on his last day in that section. Messages from all parts of Greater Boston also poured into the home of the new chief at 30 Oakview st, Jamaica Plain.

Chief Donovan joined the Fire Department in March, 1900. He was promoted to lieutenant on Dec 19, 1920, and in 1921 he received the highest honors in the fire college. He served at Engine 42, Ladder 28, Ladder 15 and Ladder 10.

TRAVELER 7/18/31

TRAFFIC FIGHT GOING TO MAYOR

Dowd to Ask City Council to Request Curley to Intervene

A demand that Mayor Curley intervene and end the row between Police Commissioner Hultman and Traffic Commissioner Conry will be made by City Councilman Dowd of Roxbury at the next meeting of the council.

Dowd says the two are acting like schoolboys and believes the council will support him in his demand that the mayor put a stop to it. He stated if they spent a little more time working in harmony for the solution of the traffic problem, the public would be better pleased.

Councilman Dowd became aroused by charges and counter-charges flying between the two commissioners, whom, he says are department heads with serious responsibilities acting like circus clowns.

Registrar of Motor Vehicles Morgan T. Ryan has taken action in the case by ordering Maurice Weinbaum of 244 Winchester street, Brookline, and Helaine Weinbaum, of the same address, to appear at the registry Tuesday and explain how he was tagged 22 times and she four times without reporting to police.

City Councilman Clement A. Norton of Hyde Park has joined with Councilman Dowd in the latter's plan to order the mayor to step into the controversy. He believes the two commissioners should end the row at once and be fired if they do not.

Norton said the two are well over school age and should act up to their ages and set an example for others.

POST 7/18/31

APPROVE FRANKLIN STREET TAXI STAND

That Police Commissioner Hultman was within his legal rights in establishing a public taxicab stand in the middle of Franklin street in the downtown business district was officially determined last night after Mayor Curley made a personal inspection of the area. The Mayor was informed, however, that the city would be liable for damages resulting from accidents caused by the half-ton concrete blocks supporting the signs designating the limits of the stand. The blocks were not equipped with red reflectors to warn approaching motorists at night in the event the street lighting circuit should blow out. So police prepared to make provisions for illuminating the concrete standards so that it would be unnecessary to roll them off the highways each night at dark, and prevent accidents in Franklin street between Hawley and Arch streets.

City's Censor Says His Work Is for Masses

**John M. Casey Reveals Himself
and His Daily Task in
Safeguarding Public**

Criticism Welcomed

**Stage and All Other Places of
Amusement Under His
Supervision**

By John M. Casey

Chief of the Licensing Division of the
City of Boston

There is no public office more misunderstood or the work of which is less known than the office which I hold. When one hears the name Casey, immediately the vision of a stern censor appears whose sole duty seems to be that of attending shows and moving picture productions, while little thought is given to the many duties attached to his office.

As to the appellation "censor," I have always considered the designation as a misnomer, for the only title which I can lay claim to is chief of the licensing division. I never have recognized the title "censor," as having anything whatsoever to do with my department. What people would call censorship, means nothing more or less than regulation of the stage. But, as people do insist on calling regulation, censorship, and with the understanding that censorship means regulation, I will adopt the misnomer now.

I entered the service of the City of Boston in 1904, during the regime of that eloquent, patriotic and able executive, Mayor Patrick A. Collins. Prior to his administration the licensing of theaters and other amusements was the function of a joint committee of the board of aldermen and the city council, and that committee heard all complaints regarding licenses. It was during Mayor Collins's administration that the licensing authority was transferred to the mayor's office and I was appointed by him as chief of the division. Since that time all licenses for theaters, moving picture houses and dance halls have been issued by the mayor of Boston.

The original law authorizing the mayor to grant licenses to public shows and public amusements to which admission is charged was enacted by the Legislature in 1905, and at that time the mayor was also designated by law, as a sole official having power to suspend or revoke a license. This law was amended in

1908, creating a board of two, consisting of the mayor and the police commissioner of Boston to control the revocation or suspension of licenses. While giving the mayor the authority to grant a license, it made it mandatory that before a license could be suspended or revoked the mayor and the commissioner must agree in this. Again, in 1915, the law was amended and the chief justice of the Municipal Court of the city of Boston was added to the board. Still giving the mayor the authority to grant a license, nevertheless, the amendment made it a condition precedent to the suspension or a cancellation of a license the assent of a majority of the three members be given.

It will undoubtedly surprise you to learn that Boston is the only city in Massachusetts that the law does not give the chief executive, the mayor, the same power as given the other mayors with reference to licenses.

Rigid Rule on Licenses

The issuing of amusement licenses entails a vast amount of routine work that is little known or understood by the people. Application for a license must always be made by the owner or lessee of the building in which the theater or hall is located. Never is a license granted to a tenant at will. The reason for this rule is that the mayor must know to whom he is issuing a license in order to hold that person or corporation accountable for anything that transpires while the license is in force. By this rule the city of Boston has been saved from "fly by night" producers, who come to a city and without warning make their exit leaving a trail of misdeeds behind them.

The application is sent to the police commissioner for investigation and report and is likewise sent to the building commissioner, the fire commissioner, the wire department and the health commissioner. Before a license is signed and issued by the mayor he receives reports from all these departments and this rule is religiously lived up to.

This investigation by all departments does not end with the issuing of the license, but continues while the license is in force, and all these departments must make monthly inspections and return reports to my office. If there are any violations of laws or regulations of the various departments, my office immediately notifies the licensee, and the defects must be remedied at once or the license will be affected. It is this clerical detail that the general public is unaware of, and few know of the diligence, care and attention that is constantly given these matters by the mayor's office in order that the theaters, moving picture houses and halls may be safe for the people to attend.

In addition to licensing theaters, moving picture houses and dance halls, the licensing division of the mayor's office likewise licenses baseball parks, concerts, wrestling exhibitions, circuses, and for band concerts, military reviews, fireworks, displays on Boston Common. It also has charge of issuing permits for public meetings and for the sale of newspapers on Boston Common, besides having the duty of certifying to all applications of peddlers living in Boston who desire to sell wares in the city, the county or the State.

For the year ending Aug. 1, 1930, this office issued, including season and temporary licenses for that year, 4214 licenses. Licenses were issued to 174 theaters, 54 moving picture houses, 278 dance halls, and approximately 2811

licenses were issued for entertainment of a day or night duration. From these sources \$57,950 was paid into the city collector's office to be applied to the general revenue of the city.

Censorship Not New

The other feature of the work of my office concerns itself with the moral atmosphere of amusements. It is a part of my duty to attend the opening performance of every new dramatic production coming to this city, and the reviewing of as many motion pictures as I possibly can. This phase of my work is what people call censorship, a subject that is not wholly new. It has been in existence in England since 1544, and the law now in operation in that country that controls and governs censorship was enacted in 1843. At the beginning of this subject let me state that censorship of any kind is, as a rule, repugnant to the literary artist, as a red flag is to a hewer.

There was little or no attempt at real regulation or censorship of the stage until the first administration of Mayor Curley. Prior to that time the stage was kept clean and proper by prosecutions in the Criminal Court. But it was not a very hard task in those days when the rigidity and righteousness of proper conduct seemed to prevail, and it was an isolated case that found its way into court. It was a time when the appearance of girls in fleshings or tights, was little known, and that was confined to one type of theater, and I think a great many persons remember the hue and cry because chorus girls in the spectacular production "The Black Crook" appeared on the stage in tights. Some time after that the stage began to shift from one extreme to another, until finally it did not become a question of tights but of almost absolute nudity, and it was because of the rapid evolution of stage productions, because of the change constantly prevailing in all theaters, because of the mistaken idea and concept of license on the part of the producer and performer that the time arrived when some law or regulation, with teeth in it, had to be enacted.

After the law of 1915 was passed, Mayor Curley called a meeting of many prominent citizens of the city, representing every class and creed, who met with the theatrical managers at his office in City Hall for the purpose of formulating rules and regulations which should govern the conduct of the stage. At this meeting, at the suggestion of the mayor, and without a dissenting voice, a code of morals, eight in number, which were to govern the stage was adopted.

These rules prohibited, among other things, profanity, language that was obscene or lascivious in its meaning, the use of dope intended to show the effects upon a human being, the portrayal of a moral pervert or a sex degenerate and the exhibition of nude or semi-nude females on the stage.

Every manager agreed to be governed by these rules and as secretary of the board and as chief of the licensing division, the duty devolved upon me to see that these rules were lived up to. In regulating or censoring the shows these rules and only these rules have been employed, and of course there could not be any complaint on the part of managers of the theaters, for the Mayor, while requesting, always insisted, that they obey the rules that they themselves had a part in making.

In carrying out the duties of my office, I have always received the heartiest support of the managers of the theaters in this city, which has made the task

Contd.

GLOBE 7/18/31

MAYOR PRAISES BANKERS' VIEW

"No New Solution," Is
Comment of Rothwell

The statement printed yesterday, of the executive committee of the Massachusetts Savings Bank Association on New England's rail problem, was characterized by Mayor James M. Curley last night, as of the greatest constructive significance to the future welfare of all New England; while Bernard J. Rothwell, former president of the Boston Chamber of Commerce and member of the New England Governors' Railroad Committee, issued a statement defending its recommendation in favor of an independent New England rail system.

The Mayor said, in part:

"I concur with this powerful committee's report. The New York Central should keep the Boston & Albany. The Pennsylvania should have access through ownership of the New Haven, but at the same time make it possible for the Baltimore & Ohio to serve New England, and the Van Sweringens and the Boston & Maine should have such an association and working arrangements as would permit keen competition with the New York Central.

"The day of provincialism in New England has passed. We have the means, knowledge and aggressiveness to assure to our ports adequate competitive rail service. With a definite tieup and competitive through service over the Boston & Maine and Van Sweringens' systems, we may be assured of four-day ocean service to Europe."

Mr Rothwell's comment, in part, follows:

"The report of the executive committee of the Massachusetts Savings Bank Association puts forward no new solution of the New England railroad problem.

"Insofar as it does not agree with the findings of the New England railroad committee it advocates a plan which, after thorough investigation, was discarded as uneconomic, unworkable and undesirable in the best interests of the New England public; moreover, is sure to be rejected by the stockholders of both the New Haven and Boston & Maine Railroads."

POST 7/18/31

TRAFFIC ROW UP TO CURLEY

Councillor Demands Mayor End Squabble of Conry and Hultman--- Registrar Acts in 22-Tag Case

City Councillor John F. Dowd of Roxbury and Registrar of Motor Vehicles Morgan T. Ryan entered the Conry-Hultman battle of words yesterday, roused by charges and countercharges being bandied about by the head of the City Traffic Commission and the police commissioner.

The city councillor, admittedly wrathful, termed the squabble between the two a "disgrace to the city," and vowed that he will demand at the next meeting of the Council that the Mayor step in and put an end to it.

CALLS WEINBAUMS IN

The registrar took up an angle of the row by ordering that Maurice Weinbaum of 244 Winchester street, Brookline, and Helaine Weinbaum, of the same address, appear at his office Tuesday morning and explain how it happens that he was tagged 22 times as claimed, and she four times, without reporting to the police.

Councillor Dowd, in his statement on the affair, declared that the two city officials are "acting like schoolboys," and gave it as his opinion that he will have the unanimous backing of the council in asking that the Mayor put an end to their lengthy quarrel.

The decision of the councillor to seek action in the matter followed a new satirical attack, emanating from Conry headquarters, aimed at Commissioner Hultman, at the police legal adviser, Leo Schwartz, and at Deputy Superintendent Thomas F. Goode, head of the police traffic bureau.

The action of the motor registrar followed Thursday's expose—in the course of the Conry-Hultman battle—that many persons have received numerous tags from the police department in the past, mostly for failing to respect traffic laws, and have many times failed to return the tags. The registrar was particularly interested in the Weinbaum case, and issued orders that Maurice and Helaine Weinbaum must make their appearance before him Tuesday morning at 11:30 o'clock.

"Like Circus Clowns"

"The people of Boston are sick and tired of hearing this squabble and not getting proper traffic regulations," said Dowd last night as he entered the war. "I intend to file an order in the city council demanding that the Mayor halt this foolishness. Both Conry and Hult-

man have been acting like schoolboys, instead of trying to bring about better traffic conditions.

"If these officials spent a little more time working in harmony for the solution of the traffic situation, the public would be a lot more pleased. The way they are going now, they are acting more like circus clowns than department heads with serious responsibilities."

City Councillor Clement A. Norton of Hyde Park late last night joined with Councillor John F. Dowd in a plan to order the Mayor to interfere in the Hultman-Conry word row. Councillor Norton branded the row as an outrage and declared that the two commissioners should be called upon to stop the fight immediately. "And if they don't do it, they should be fired," he said.

The Hyde Park councillor asserted that the traffic situation is the biggest problem confronting the city at present and added if it is not settled at once, business may suffer. "Both Commissioner Hultman and Commissioner Conry are well over school age and they should act up to their ages and set an example for others," he said.

In the direct battle between the police and traffic commissioners, yesterday's major developments were the attack on the police commissioner, his legal aide and Deputy Goode by Conry, and the refusal of Hultman to answer.

Conry's explosion came after he had received an answer—which he declined to make public—from the police commissioner to four questions he propounded the day before regarding police activities in handling traffic problems.

Conry's statement in part follows: "The police commissioner would jest at the requests of the traffic commission. He is a droll fellow, rejoicing at all that dignity deplores."

"His wilting wit invites a gentle jab from his loquacious legal aid, now equipped with a double-barrel fountain pen filled with invisible ink and tear gas. Ink for the non-fixable tags, gas to make men laugh until they weep at the witticisms of the chief. He believes facts to be frivolous and information impertinent. He despises facts, detests logic and denies any relationship in these elements."

The police commissioner asks about the particular car tagged 22 times, registration thereof, name of the owner and operator in order that he may look into the matter.

"As a merry jest he gracefully abdicates his position of power and authority, of course ignoring his duty; and asks the traffic commissioner to give him the facts which are already in the hands of his efficient traffic bureau, but concealed from his knowledge."

"The police have tagged 21,000 cars since May 5, last. Naturally every one of the 21,000 alleged offenders is entitled to the tender distinction recorded in the traffic records."

D. K.'S CAB STAND ON FRANKLIN ST.

City Law Department
Finds Hultman Has Right
To Set up Markers

HOLDS UP MAYOR'S PLANS OF REMOVAL

The Franklin street public taxi stand, with its accompanying huge concrete markers, obtained official approval from the city law department yesterday, thereby making Commissioner Hultman's experiment in the taxi problem secure from destruction by Mayor Curley and the street commission, who describe it as an obstruction to the free movement of traffic.

Examination of the taxicab statute, passed by the 1930 Legislature, by Acting Corporation Counsel Joseph P. Lyons resulted in the decision that Commissioner Hultman acted within the authority granted him by the legislative enactment when he placed the stand and markers in the middle of Franklin street. According to the interpretation of the law the police commissioner can if he chooses, establish taxicab stands in the middle of Tremont or Washington streets and can obstruct the street by the setting of markers required by law.

Had the acting corporation counsel handed down an adverse ruling the half-ton markers would be removed a short time later in accordance with the directions of Mayor Curley to Public Works Commissioner Rourke. As it was, it looked as though the experiment would go half an hour after Mayor Curley, Lyons, Rourke and Chairman Hurley of the street commission officially reviewed it.

The inspection of the concrete markers, between which five of the six cabs allowed to park in the centre of Franklin street near Arch street, were located, attracted much attention. Mayor Curley discovered that there is room for the passage of but one vehicle between the parked cabs and the machines parked parallel to the curb and the drivers of machines which were halted by the stopping of the mayor's car joined in a protracted blasting of horns commanding the mayor to move his car.

Public Works Commissioner Rourke, after learning that the services of a truck equipped with a crane would not be necessary, voiced the opinion that Commissioner Hultman might well have established taxicab stands alongside the Franklin street curbs instead of utilizing the centre of the street for such a purpose.

On the question of the liability of the city in the event that pedestrians or motorists, exercising due care, are injured because of collisions with the concrete markers, the opinion was given that the city can be held responsible. No provision has been made to illuminate the markers at night.

when told of the outcome of the issue, Commissioner Hultman made no other comment than "I knew the law."

While the commissioner scored at City Hall, Chairman Conry of the traffic commission sailed into the police head with the charge that he was ignoring his tagging duty to "lead a procession of storks." It was more or less in reply to the commissioner's remark the day before that "Conry had the rabies." The reference to storks is Hultman's recent request that courtesy be shown in traffic to expectant mothers along with other courtesies extended by police officers. The commissioner declined to comment on Conry's remark last night.

NO DINNER FOR FLIERS

Curley Bans Lavish Expenditure for
Post and Gatty

Mayor Curley made known yesterday that no official municipal dinner will be tendered Tuesday to Wiley Post and Harold Gatty, record-breaking round the world fliers who will receive \$1500 for permitting the people of Boston to greet them.

Municipal expenditures will be confined to the cost of two bands, two bronze trophies which the mayor will present to the aviators, and the \$1500 fee which he agreed to pay before sharp criticism of the manner in which the scheduled nation-wide tour of Post and Gatty is being commercialized.

Although the mayor officially declared that it "would be a hardship upon them to ask them to attend a long official banquet," his decision confirmed the report that no such lavish expenditures would be made to receive the aviators as when Lindbergh and Byrd were greeted in Boston.

TO BE GREETED BY ELY

Post and Gatty will attend a luncheon arranged by Crosscup-Pishon post of the American Legion and will dine Tuesday evening at the Peacock in Marblehead.

They are scheduled to reach the East Boston airport at 11 Tuesday morning. They will be escorted in an automobile parade from the airport through Chelsea and Charlestown to Adams square where a band, engaged by the city, will await them and provide music between there and City Hall, where the mayor will welcome the aviators. Then they will be escorted to the State House to be greeted by Gov. Ely.

After lunch at the Hotel Bradford, they will be escorted to the Common where another band, paid for by the city, will be stationed. Mayor Curley will present the bronze trophies and that feature will conclude the official recognition by the city of the world girdling flight.

Had Right to Establish Taxi Stand

Police Commissioner Hultman scored a decisive victory over Mayor Curley yesterday in the triple traffic controversy that has been waged for months and even now shows no sign of nearing settlement.

The mayor-re-entered the fray yesterday, after Commissioner Hultman and Traffic Commissioner Conry had again made "front page news" by an interchange of caustic comment and semi-humorous rejoinder.

According to the mayor, Hultman had no legal authority to establish a taxi stand in the center of Franklin st., between Hawley and Arch sts., the stand being marked by zone signs set in cement bases.

If Hultman was without such authority the signs and the stand must be removed pronto. Mayor Curley reasoned, and he summoned into conference Asst. Corp. Counsel Joseph P. Lyons, Chairman Thomas J. Hurley of the street commission and Public Works Commr. Joseph A. Rourke.

After going into a huddle in the mayor's office the four took a trip of inspection to the Franklin st. taxi stand. The pros and cons of the situation were discussed and the mayor went home after asking the three officials to decide whether the police commissioner had the authority to place such a stand in the highway.

The three officials returned to City Hall and after half an hour's conference Asst. Corp. Counsel Lyons decided that Commissioner Hultman had acted entirely within his rights in establishing the Franklin st. taxi stand.

Lyons stated that such authority was vested in the police commissioner by Chapter 392, Section 8, of the Acts of 1930, which provide that "the police commissioner shall designate certain portions of public ways, other than sidewalks, for taxi stands, all such stands to be plainly marked."

The taxi stand angle was injected into the controversy after Traffic Commissioner Conry had verbally attacked Commissioner Hultman for his latest order providing police escorts for prospective mothers rushing to hospitals.

"Police Commissioner Hultman is ignoring his duty and leading a procession of storks," Conry charged.

"Traffic Commissioner Conry has the rabies—the dog days have got him," was Hultman's retort.

POST

7/18/31

Curley Says Plan of Van Sweringens Favored

That the Boston & Maine railroad would tie up with the Van Sweringen system to turn the foreign trade of the Middle West through this port, was indicated last night by Mayor Curley, in a public statement congratulating the Massachusetts Savings Banks Association for its support of the proposal.

ASSURES COMPETITION

"A permanent connection for the Boston & Maine and the Van Sweringens at the Hudson River would assure competition in the movement of this all-important export and import business of the Middle West through the port of Boston," said the Mayor.

"In the previous absence of such a competitive hook-up, the Boston & Maine has been limited to such business as the New York Central deigned to give it. I am authoritatively informed," said the Mayor, "that the officials of the Boston & Maine are delighted with the present possibilities."

Praising the stand taken by the savings banks, the Mayor declared, "I concur with this powerful committee's report. The New York Central should keep the Boston & Albany. The Pennsylvania should have access through ownership of the New Haven, but at the same time make it possible for the

Baltimore & Ohio to serve New England, and the Van Sweringens and the Boston & Maine should have such an association and working arrangements as would permit keen competition with the New York Central."

PRIVATE AID TO GREET FLIERS

Luncheon by Legion and Dinner at Fo'cas'le

Private organizations last night stepped into the reception business to help the city extend its welcome to Wiley Post and Harold Gatty, famous round-the-world fliers, who are scheduled to reach here Tuesday noon for a day of celebration.

As a result, the city treasury will limit its expenses to providing for the cost of two bands, two bronze souvenirs for the heroes and the \$1500 contribution towards the expenses of the nationwide tour, which is being managed by the National Broadcasting Company.

Mayor Curley has cancelled the proposed noon luncheon and night banquet to the fliers, saving for the city a food item estimated at about \$4000. The Crosseup-Pishon Post, American Legion, will give the luncheon to the fliers at the Hotel Bradford, and the management of the Fo'cas'le at Marblehead has demanded the fliers for the night banquet.

HERALD

7/18/31

OFFICIAL WISE CRACKS

The exchange of rude repartee between Chairman Joseph A. Conry of the traffic board and his associate, Police Commissioner Eugene C. Hultman, seems rather childish. The public is not particularly interested in the verse of the one or the epigrams of the other, but would like some evidence that serious men are giving serious thought to the grave street congestion and parking problems.

Before the present body was formed, there was constant friction between the street commissioners and the other city departments. Instructions from the board were disregarded or misconstrued. Commissioner X resented the trespass on his territory by Commissioner Y. The situation became so bad that a new arrangement was made, whereby there would be complete co-ordination under the chairman. It has not come yet.

The clashes between the commissioners continue, largely because of personal antagonisms. The public is bewildered. Motorists become the victims of such silly misunderstandings as that of last Sunday in South Boston. Now Mr. Conry refers to a man who was tagged 20 or 30 times and Mr. Hultman correlates the chairman and the excessive heat.

Mayor Curley delivered a straight talk to the heads of city departments a few months ago on the necessity of sympathetic co-operation. Various members of the traffic board might advantageously reconsider that speech in the spirit in which the mayor made it.

TRAVELER 7/18/31

O.K.'S CAB STAND ON FRANKLIN ST.

City Law Department Finds Hultman Has Right to Set up Markers

The Franklin street public taxi stand, with its accompanying huge concrete markers, obtained official approval from the city law department yesterday, thereby making Commissioner Hultman's experiment in the taxi problem secure from destruction by Mayor Curley and the street commission, who describe it as an obstruction to the free movement of traffic.

Examination of the taxicab statute, passed by the 1930 Legislature, by Acting Corporation Counsel Joseph P. Lyons resulted in the decision that Commissioner Hultman acted within the authority granted him by the legislative enactment when he placed the and markers in the middle of Franklin street. According to the interpretation of the law the police commissioner can, if he chooses, establish taxicab stands in the middle of Tremont or Washington streets and can obstruct the street by the setting of markers required by law.

Had the acting corporation counsel handed down an adverse ruling the half-ton markers would be removed a short time later in accordance with the directions of Mayor Curley to Public Works Commissioner Rourke. As it was, it looked as though the experiment would go half an hour after Mayor Curley, Lyons, Rourke and Chairman Hurley of the street commission officially reviewed it.

The inspection of the concrete markers, between which five of the six cabs allowed to park in the centre of Franklin street near Arch street, were located, attracted much attention. Mayor Curley discovered that there is room for the passage of but one vehicle between the parked cabs and the machines parked parallel to the curb and the drivers of machines which were halted by the stopping of the mayor's car joined in a protracted blasting of horns commanding the mayor to move his car.

Public Works Commissioner Rourke, after learning that the services of a truck equipped with a crane would not be necessary, voiced the opinion that Commissioner Hultman might well have established taxicab stands alongside the Franklin street curbs instead of utilizing the centre of the street for such a purpose.

CURLEY BACKS N. E. RAIL RELIEF

Rothwell Opposes Plan
Advanced by Savings
Bank Association

BOTH SET FORTH VIEWS AT LENGTH

In respective statements issued yesterday, Mayor Curley commends and Bernard J. Rothwell, a Massachusetts member of the New England railroad committee, opposes the relief plans for New England railroads recommended by the executive committee of the Massachusetts Savings Bank Association.

"The unanimous statement of the bank association executive committee together with the statement of its chairman, Myron F. Converse, is to my mind of the greatest constructive significance to the future welfare of all New England, and is a clear indication that New England is overcoming her provincialism in refusing isolation of her railroads," the mayor asserts.

"It advocates a plan which, after thorough investigation, was discarded as uneconomic, unworkable and undesirable in the best interests of the New England public; moreover, as sure to be rejected by the stockholders of both the New Haven and Boston & Maine railroads," declares Mr. Rothwell concerning the bankers' committee report.

PLAN RECOMMENDED

The plan recommended by the savings banks association was for control of the New Haven road by the Pennsylvania, if the latter would give up the Boston & Maine stock it holds through subsidiaries to the Chesapeake & Ohio-Nickel Plate system; admission of the Baltimore & Ohio to the port of Boston, and in general extension of the projected four-party trunk line consolidation plan into New England.

The mayor's statement said in part:

With proper competing trunk line connections for our New England railroads, the market for our industrial products will be greatly widened and trunk line competition will increase the exchange of ocean and rail traffic through all New England ports.

I entirely concur in the findings of Mr. Converse and his associates and I congratulate them on the clear and determined position which they take.

The traffic of all other north Atlantic ports is keenly competed for by at least three of the four proposed eastern railway systems. If the Massachusetts Savings Bank Association report were to be carried into effect, then the traffic of the port of Boston would be competed for by these four great railway systems, but if—as the report says—we attempt to "build a wall around New England," what earthly interest have the trunk lines in our business and why should they render the competitive service essential

to the growth and development of our ports?

PERPETUAL CONTRACT

The perpetual contract between the N. Y. Central system and the commonwealth of Massachusetts under which it operates the Boston & Albany, assures Boston the same export and import rail rate as New York for traffic originating in or destined to points in the Trunk Line and Central Freight Association territories.

Were it not for this contract, in view of the New England railroads' disproportionate share of through rail rates, I fear Boston's export and import rates to the middle West would be prohibitive.

A permanent connection for the Boston & Maine and the Van Sweringens at the Hudson river would assure competition in the movement of this all-important export and import business of the middle West through the port of Boston. In the previous absence of such a competitive hook-up, the Boston & Maine has been limited to such business as the New York Central deigned to give it. I am authoritatively informed that the officials of the Boston & Maine are delighted with the present possibilities.

I concur with this powerful committee's report. The New York Central should keep the Boston & Albany. The Pennsylvania should have access through ownership of the New Haven, but at the same time make it possible for the Baltimore & Ohio to serve New England, and the Van Sweringens and the Boston & Maine should have such an association and working arrangements as would permit keen competition with the New York Central.

The day of provincialism in New England has past. We have the means, knowledge and aggressiveness to assure to our ports adequate competitive rail service. With a definite tieup and competitive through service over the Boston & Maine and Van Sweringen systems, we may be assured of four-day ocean service to Europe.

ROTHWELL'S STATEMENT

Mr. Rothwell's statement in part was as follows:

As against this opinion formed after a relatively incomplete investigation, stands the judgment of the Governors' committee arrived at after 16 months' exhaustive study of every aspect of the problem, including that now suggested.

That committee gave public hearing in every New England state capital. It held numerous meetings, public and executive. It conferred with and questioned the presidents and other representatives of the principal trunk lines, American and Canadian. Not one of these, with the exception of the presidents of the Pennsylvania and Chesapeake & Ohio systems, advocated such a surrender of New England railroad independence as the Savings Banks Association now proposes; in fact, they regarded it as opposed to the best interests of this section.

The committee engaged the assistance and secured the advice of some of the foremost transportation experts and auditors in the United States, and these were unanimously like-minded as to the necessity of maintaining home control of our own railroads.

It was found that the so-called isolation of New England is a myth;

that every transportation system is eager to secure its share of both inbound and outbound traffic, and that they vie with each other in such competition and service as will tend to increase it.

It was shown conclusively that public opinion throughout New England is unalterably opposed to domination of its railroads by any outside trunk lines.

It was shown that the motor truck has practically ended transportation competition in intra-New England freight movement; that the real competition today is in freight to and from points beyond the Hudson river.

It was shown that traffic into and out of New England could secure more favorable terms through the independence of the New England railroads in routing by such lines west of the Hudson river as gave best service and most favorable consideration.

JOINT ARRANGEMENT

It was shown that the most up-to-date passenger service can be and is being provided through joint traffic arrangement as fast as profitable operation can be anticipated.

It was made evident that the various trunk lines, under the four-party plan, would have facilities in Baltimore, Philadelphia and New York that would command priority in routing of export freight, and that New England ports would have far greater opportunity for development, especially of its coastwise and coast-to-coast business, if its own railroads retain their independence.

Finally, it was shown that both the New Haven and Boston & Maine railroads are fully able to stand upon their own feet financially; that no outside railroad would invest a dollar in them unless convinced of an adequate return upon the investment, and that under those conditions ample capital can be secured at home and on practically as favorable terms.

The Governors of the New England states, having voted to carry out the recommendations of the New England railroad committee, the question may now well be left to determination as therein set forth.

CITY DONATES \$1500 FOR ROXBURY FETE

A \$1500 appropriation has been obtained from Mayor Curley as the city's contribution to the observance of the Roxbury old home week celebration, which starts Monday, July 27, and continues to Saturday, Aug. 1. Joseph G. Baxter is chairman of the committee, which includes Judge Frankland W. L. Miles of the Roxbury court, Representative Herbert P. Shaughnessy, Theodore A. Glynn, former fire commissioner, and Representative Anthony F. McNulty.

DRIVE TO REMOVE HULTMAN BEGUN; AIDED BY CURLEY

SUPPORT OF ELY IS COUNTED ON BY THE LEADERS

Efforts Directed at Preparing Case to Convince His Council

GARRETT CONDITIONS SAID TO CONTINUE

Commissioner's Friends Challenge Accusers to Cite Facts

By JAMES GOGGIN

Removal of Police Commissioner Hultman is the objective of a deliberately planned campaign which now has the silent approval and is expected to attract the active support of Mayor Curley.

Demand on Gov. Ely for the removal of the commissioner in the event that he cannot be harassed into resigning will be the climax of a sustained offensive drive which is intended to arouse public clamor for the exercise of gubernatorial authority by disclosure of conditions in the police department.

Direct attacks on Hultman and his adviser, former Assistant Corporation Counsel Leo Schwartz, are scheduled to replace the subtle, satirical pokes of Traffic Commissioner Joseph A. Conry at the police commissioner, when the campaign passes beyond the phase restricted to controversy about failure of the police to enforce traffic regulations.

Charges that the department is as badly demoralized as when Hultman assumed the post of commissioner, that graft is as rampant as during the years when Oliver B. Garrett reigned as the police "czar" of Boston, and that department costs are mounting without

any increase in efficiency, will be hurled at the commissioner when Traffic Commissioner Conry abdicates leadership of the campaign.

EXPECT ELY TO BE RECEPTIVE

Opponents of Hultman expect to find Gov. Ely in a receptive mood on the matter of the commissioner's removal, but in order to insure favorable action by the Governor's council it is intended to build up such a strong case that refusal of the council to approve a removal order will be virtually impossible.

Reports about police conditions are furnished by members of the department who openly declare a cordial dislike for Legal Adviser Schwartz, who is characterized at City Hall as the "assistant police commissioner," and who have resented for months what they term continuous usurpation by Schwartz of the authority of the commissioner.

Though administrative leaders scoff at the allegation that a carefully defined drive against Hultman is in progress, developments have so accurately matched the subtle hints which have been offhandedly uttered, that observers have lately become convinced that the campaign has been progressing with clock-like precision and that the results have surpassed the expectations of the opponents of Hultman.

Post 7/19/31 FORT WAGNER DAY MARKED

68th Anniversary of Battle at Shaw Memorial

Massachusetts was called upon to maintain her traditions of giving equal opportunities to all people by Bishop W. J. Walls of Chicago, who addressed a meeting at the Shaw Memorial, opposite the State House yesterday which commemorated the 68th anniversary of the battle of Fort Wagner.

About 200 were present at the gathering, held under the auspices of Boston branch of the National Equal Rights League. Albert G. Wolf, local president of the organization, presided.

Bishop Wall declared that in return for the preservation of the Union by colored citizens who fought so valiantly at Fort Wagner, that their race and color should no longer cause them to be lynched, disfranchised, denied service in public places and conveyances and to be discriminated against in federal service.

The Rev. David S. Klugh of the People's Baptist Church said he was glad to see that the colored people were active in all political parties. He said the colored Americans wanted the same square deal, liberties and opportunities for their children as the white Americans.

Other speakers were William Monroe Trotter, Boston publisher; Dewitt C. De Wolf, secretary to Governor Ely; Julian D. Rainey of the city law department, representing Mayor Curley; H. Harding Hale, Dr. Walter O. Taylor, Ralph J. Banks and Chaplain Frederick Wilson of the Toy Post, V. F. W., which furnished the colors for the occasion. The William H. Carney Ladies of the G. A. R. also participated in the exercises.

HERALD 7/19/31

FOLEY DEFIES CITY OFFICIALS ON WAGE CUTS

District-Attorney Refuses To Reduce Pay of Cler- ical Force

THREATENS TO TAKE FIGHT TO COURTS

Open Breach Predicted With Curley, Who Backs Commission's Order

Refusal of Dist.-Atty. Foley to conform to the new wage schedule for his clerical force ordered by the city budget commission with the approval of Mayor Curley has presaged a lively battle between Suffolk county courthouse workers and City Hall officials.

Foley ignored the commission's recent ruling that the minimum wage scale, effective Jan. 1, must be put in effect at the courthouse, by submitting his latest operating cost sheet to County Treasurer Rupert S. Carven under the old schedule.

The budget commission, of which Charles J. Fox is chairman, ruled that the wages of two of Foley's clerical force must be reduced in accordance with the new schedule. It was indicated yesterday that should the county treasurer attempt to deduct the difference between the old and the new schedule in these salaries, the district attorney will carry the dispute to the courts for settlement.

DEMAND PAY REFUND

The dispute involves several other courthouse workers in addition to the district attorney's clerks, and has been further heightened by the city budget committee's demand that a courthouse scrubwoman return \$60, representing \$3 weekly for 20 weeks at the Pemberton square building on a salary of \$18 as against the new classification which allows her \$15 and the budget committee insistence that the messenger to the justices of the superior court pay back \$95 into the city treasury.

A girl clerk in the office of William M. Prendible, clerk of the superior court, is understood to be in a position to lose \$500 a year under the new ruling. The cash allowance of \$100 annually for uniforms to court officers is also at stake.

Although only a comparatively small amount is involved in the dispute, the fact that it will come largely from the recipients of smaller wages has caused feeling to run high at the courthouse. An open breach between Foley and Mayor Curley is considered likely in the district attorney's adamant position in opposition to the new schedule which has the mayor's approval.

Leo Manning, one of the district attorney's office force who has been in the prosecutor's office almost since Foley's first election, is now receiving wages on a basis of a \$2300 annual salary which is in dispute. Although Foley in his latest report classified Manning's salary under the \$2300 schedule, argument has arisen over the fact that he was not elevated to his present position before the final day of 1930.

A similar controversy is being waged over the salary of Joseph C. Donovan, listed as a messenger in Foley's office and receiving a salary of \$1900 under the old schedule.

The budget commission schedule, if upheld, will be retroactive to Jan. 1. Carven said yesterday, "If all county employees added since Jan. 1 were not warned by heads of departments that they might be forced to make refunds of salaries when the new classification schedule was adopted, the fault cannot be attributed to me."

Asst. Dist. Atty. Frederick T. Doyle has conferred with Silverman on the new salary classification, but as yet no definite word as to its validity has been forthcoming.

CURLEY IS GUEST OF DOLAN ON CRUISE

Mayor Curley was the guest of City Treasurer Edmund L. Dolan on a week end cruise about Cape Cod. Dolan entertained several other guests aboard his boat Maicaway and yesterday the party played golf, after landing at Falmouth.

Post 7/19/31 'LET 'EM FIGHT,' CURLEY SAYS

Won't Enter Hultman- Conry Traffic Row

Mildly amused by the withering exchanges of barbed sarcasm between Police Commissioner Hultman and Traffic Commissioner Conroy, in their prolonged traffic controversy, Mayor Curley picked himself a figurative ringside seat yesterday when he refused to enter the dispute and said, "Let them fight."

"The two gentlemen are of mature years and should be able to adjudicate their differences. If it were not for its humorous moments, public office would be unbearable," said his Honor.

Post 7/19/31

HUB READY TO RECEIVE POST-GATTY

Reception, Parade and Concert Prepared for Fliers

Complete plans for the reception of Wiley Post and Harold Gatty, round-the-world fliers, who will reach here Tuesday for a public celebration, were announced last night by Acting Director of Public Celebrations J. Frank Travers.

PARADE A FEATURE

The programme provides for a reception at the East Boston airport, a parade through the streets of East Boston, Chelsea, Charlestown and the downtown business district, an American Legion luncheon, a public demonstration on the Common, and a visit to the Symphony concert on the Esplanade.

Coming from Schenectady, N. Y., the fliers will pilot their world plane, Winnie Mae, to this city for a scheduled landing at the airport at 11 o'clock Tuesday morning. They will then proceed under parade escort to City Hall and the State House to pay their respects to Mayor Curley and Governor Ely.

En route from the airport to City Hall they will halt at Chelsea square, where Mayor John J. Whalen of Chelsea will present the fliers with bouquets before they proceed on their way through Charlestown to Adams square. There they will be met by a band, which will lead the procession through Devonshire, State, Court, Tremont and School streets to City Hall.

Following the one-way street signs, the parade will then proceed down School street and through Washington, Water, Devonshire, Franklin, Bromfield, Tremont, Park and Beacon streets to the State House.

After the State reception the fliers will go to the Hotel Bradford, where they will be the guests of honor at a luncheon to be given by the Crosscup-Pishon post, American Legion, with Commander Paul H. Hines presiding.

Concert on Common

At 2 o'clock a band concert will start at the Parkman bandstand on the Common, preparatory to the arrival of the fliers from the American Legion luncheon. They are scheduled to reach the bandstand at 3 o'clock, when Mayor Curley will present them especially to the school children of the city.

At the Parkman bandstand the Mayor will make the presentation of bronze memorial medals which have been obtained by the city as a mark of tribute to the fliers and their world-girdling flight.

Globe 7/19/31

ADVERTISER 7/19/31

POLITICS AND POLITICIANS

By JOHN D. MERRILL

The report that Gov Ely will not be a candidate for another term as chief executive of the State is again in circulation among the politicians. The story has been heard from time to time ever since the Governor took his seat, but it is merely gossip and surmise. The Governor's friends say they have no information on the subject, and Mr Ely himself has not made public his intentions; the matter will probably be discussed, pro and con, until the Governor makes formal announcement.

There have doubtless been many times in the last few months when Mr Ely wished he were practicing law; his state of mind is due chiefly to the almost overwhelming demand for office which he has had to face day after day from members of his party who want to go on the payroll in place of Republicans whose terms of office are about to expire. It should be understood that the Democrats have no monopoly of such ambitions. A glance at the list of State commissions, heads of departments, court officials, etc, will show that the Republicans have given their political opponents small consideration in public appointments; the great majority of State office-holders are Republicans, and the Democrats feel they should have their chance now that the appointing authority is a member of their party. That desire is wholly natural, but it embarrasses Gov Ely because he can give places to only a few of those who want them. He could escape those troubles by refusing to accept another term.

Some men would bear that burden gladly for the sake of being Governor. They may be divided into two classes. Some want to wear the badge of being the chief executive; they have no reforms to urge and no objects to accomplish. Others hope to serve the Commonwealth even at some cost to themselves. If Gov Ely desired merely the honor of being Governor, he might well be satisfied with one term; he can gain nothing in that respect by running again and facing the possibility of defeat in a State which is regarded as doubtful. But it may be that he hopes to do something for the State, and incidentally for the Democratic party. There is the probability, also, that the Governor feels, as do most elective officials, that he would like to have the people endorse his first administration by giving him another term. When the proper time comes, he will give weight to all these considerations and make up his mind what to do. In the meantime, most people think he will run again.

Looking to the Future

Many politicians would like to know what the Governor intends to do. There is Mayor James M. Curley, who has made no secret of his ambition to be Governor. He was disappointed when Mr Ely won the Democratic nomination in 1930. The Mayor did his best to nominate Ex-Mayor John F. Fitzgerald, who had said he wanted only one term. If the latter had been nominated and elected, Mr Curley

would have been in a most advantageous situation to succeed him, but that plan went by the boards when Mr Fitzgerald's health made it necessary for him to retire from a primary contest which he would otherwise probably have won.

The Republicans are doing all they can to induce Mayor Curley to be a candidate against Gov Ely in next year's primary, but most of the experienced politicians believe the Mayor will not enter such a contest. Everybody appreciates his political strength, not only in Boston but also in the State at-large; nevertheless the weight of opinion is that he could not reasonably expect to defeat the Governor in a fight in which the latter was a candidate for renomination. There is, of course, dissatisfaction among Democrats on account of the Governor's appointments to office, but that feeling is confined chiefly to those who have been disappointed by their failures to be nominated; the voters, by and large, are not deeply concerned about such matters, and an anti-Ely primary campaign based on that issue would not go far, if the veteran observers are correct in their estimate of the situation.

Mayor Curley can wait until 1932 for the Democratic nomination for Governor. It is commonly said that, as he will not be Mayor at that time, he will not be so well situated as he is now, while he is holding the latter office. No one can tell what will happen in three years, but it now seems unlikely that any other Democrat will be able to defeat Mr Curley in 1932 if the latter then wants to be a candidate for Governor. At any rate, wise politicians are confident that Mr Curley will not be a candidate in the primary against Gov Ely; the risk that the former would be beaten in either the primary or at the polls would be too great.

If, however, Gov Ely decides not to run for another term, Mayor Curley seems to be the most likely Democratic candidate to succeed him. For this reason, the Mayor and his friends hope the Governor will be content with two years at the State House.

MAYOR SAYS HULTMAN AND CONRY BOTH OF MATURE AGE

Mayor Curley, commenting yesterday afternoon on the controversy between Police Commissioner Hultman and Traffic Commissioner Conry, said that the two men are of mature age and should be able to adjudicate their differences.

Mayor Curley plans to spend the week-end at points along the South Shore aboard the private yacht Malca-way as the guest of City Treasurer Edmund L. Dojan. He will play golf today at Hyannis.

POST, GATTY TO BE WELCOMED HERE TUESDAY

Airport Reception at 11 A. M.;
Parade Intown; on Common
in Afternoon

All is in readiness for the reception to be tendered the world fliers, Wiley Post and Harold Gatty, here Tuesday.

Post and Gatty are scheduled to reach East Boston Airport at 11 a. m., Tuesday.

The fliers are coming here from Schenectady, N. Y.

From the airport they will parade to Day sq., Chelsea, through Park st., to Chelsea sq., where they will be presented with bouquets by Mayor John J. Whalen. Thence they go through Broadway to City sq., Charlestown, to Adams sq., where they will be met by a band.

At City Hall the fliers will be formally welcomed by Mayor Curley.

Thence they go to Washington st. Water, Devonshire, Franklin, Bromfield, Tremont, and Park sts., to Beacon st., to the State House welcomed by Mayor Curley.

At 1 o'clock the airmen will be the guests of Crosscup-Pishon Post, American Legion, at Hotel Bradford.

A band concert at Parkman Bandstand, Boston Common, at 2 o'clock will mark the opening of outdoor exercises.

Mayor Curley will present them with two statuettes, one a Viking, the other Liberty.

Following the Boston Common reception, the two fliers will visit Rear Admiral Byrd's South Pole ship at the foot of Summer st. and then will be taken for an automobile trip to Faneuil Hall, Old State House, Paul Revere's home, sites of Boston Massacre and Boston Tea Party, City Point, the Aquarium, L st., Dorchester Heights, Franklin Park and Arnold Arboretum.

Wednesday morning they will take off for Springfield.

MAYOR'S SON HOLDS THE FISHING RECORD

Francis Curley, 7-year-old son of Mayor James M. Curley, still rates as the best little fisherman at Jamaica Pond.

He kept his average up yesterday by catching a 13-inch rainbow trout.

Globe 7/19/31

"Hardy Investigators"

Vulgar doubts even invaded the minds of editors in this newspaper office. To clear up this important question, a photographer and a reporter were sent to the pond, to see Francis Curley and to investigate fishing conditions in general.

It was a harsh assignment, too, because those who would see Francis Curley at his fishing have to arrive at the Jamaica Pond boathouse at 8 a. m. or earlier. But these hardy investigators made it, the other day.

There on the dock were Francis himself, his governess, Miss Mary Angus MacDonald, and the official oarsman, Allan Curtis, a young man, who is said to be one of the best fishermen in Boston.

The three, armed with all sorts of fishing tackle, went rowing off over the pond, toward that little island on the Brookline side. Francis towed a hook behind the boat. Trolling is the word for it.

The photographer said he could row, so he was allowed to handle the oars in the other boat provided by the boathouse caretaker, Joseph E. Gregory. It developed shortly that, as an oarsman, the photographer would probably be right at home in Death Valley, but he made the oar go, at last. His worst weakness lay in his mistaken idea that a rowboat travels just as well sideways or backward as it does forward.

That, however, was a trifle. Out on the pond were three of four similar boats, containing fishermen. There was no trouble conversing with them.

In one boat were George Davis of 165 Greenfield road, Mattapan and George Oliver, a police officer attached to the Mattapan station. They'd been out for hours, even at that hour of the morning, and they had several hornpout and one sucker.

In a boat nearby were P. A. Crocker and M. J. Stubbs, also of Mattapan. They'd been on the pond since daybreak. That meant that they'd been there since 5 a. m. and that they'd rolled out of bed at 4:30 a. m. They had some more hornpout.

A pair of men in another boat had half a dozen white perch. Somehow the fish had stopped biting by this time. These fellows were trolling, hoping to get a strike from one of the big fellows. Nothing doing, naturally.

So the investigators paddled around the pond, keeping in sight of Francis Curley and his associates. It is sad to relate, but they caught, during two and one-half hours, nothing except a three-inch sunfish, which Curtis threw back in disgust. Something took away one bait, but it didn't stay to be counted.

About 9:15 the Mayor's automobile came along the Brookline side of the pond, driven by its chauffeur. The latter stopped the car and came down to the water's edge to see how many fish had escaped. They all had, so he reported back to His Honor that the situation was under control. The Mayor waved a hand to the youngster and went on downstreet to attend to the city's business.

Nothing Quite so Quiet

It was a lovely morning to be sitting around in a boat on a pond. The sun almost came out several times, it wasn't raining very hard—just a delicate drizzle—and the east wind wasn't blowing too strongly. It wasn't so very cold, either, compared to January. It all led one to the philosophical reflection that nothing is quite so quiet as fishing when the fish aren't biting. It may be all right for Herbert Hoover and Calvin Coolidge and those other boys who have big thoughts to occupy their leisure, but some haven't the patience for it.

Francis, however, has patience

gator. He sat quietly, hour after hour, either holding a line in the water himself or watching the lines of his companions.

Fishing in the pond is something new for him. He discovered it a week or 10 days ago, since which time he has been at the pond practically all the time. Mr Gregory says he sat on the dock all of one afternoon, from 1:30 until 5, without moving so far as the shore for a drink of water. Once in a while he'd haul in a perch or something, but it made no difference to him whether they were coming or not—he sat there with superb concentration and gave the fish every chance.

After some hours of this business—during which no fish larger than a hornpout had been seen—the investigators gave it up and returned to the dock. There Mr Gregory and Mrs Elizabeth Curtis, the latter the mother of Francis' oarsman, talked about the pond, its history and its fish.

Over under the trees on the further bank, Mr Gregory pointed out a boat in which were, he said, Fred Seaver, 84, and a friend of his, William Ryan, 86. These two fellows, he said, are among the pond's most ardent fishermen, and they catch some good ones.

That big fish that Francis caught came to grief because it was too fresh. Francis and Curtis, were on the float early one morning when the big salmon jumped, out in the water a hundred yards or so. The two hopped into a boat and went out after him. Francis was holding the pole when the

fish struck the bait, but, naturally, he had some help from his companion before the critter was landed.

Jamaica Pond, they say, has been stocked freely for some years. In addition, some of the big trout and other game fish brought to the Sportsman's Show in Boston each Winter are taken to the pond and liberated after being exhibited. Somewhere in the clear green depths of the lake must be some fish which can only be described as sockdolagers. If there was one in there which weighed more than eight pounds, there must be one there still bigger. It stands to reason.

Besides being a goodly pool in which one has always the exciting prospect of hooking a big fish, Jamaica Pond is a goodly pool on which to loaf. Its banks are pleasantly green, the motor traffic around the banks is sufficiently distant not to be disturbing and the ducks, swans and muskrats offer constant amusement. In addition, the water is amazingly clean, thanks to the fact that the pond is fed by springs and to the vast amount of intelligent labor bestowed upon its banks by the Park Department. There is only one catch about this fishing proposition. A special permit is required.

The Mayor's son, as aforesaid, opened the eyes of the local inhabitants to the possibilities of Jamaica Pond when he caught the big salmon. He took his father out a day or two after that, but the latter never got a bite. Still, that isn't to be held against Francis—that was the Mayor's disgrace.

ADVERTISER 7/19/31

NEGRO TROOPS HONORED ON "FORT WAGNER DAY"

The annual national "Fort Wagner Day," instituted among Negro Americans to remind the country that it was the addition of Negro soldiery that enabled the Union North to prevent the splitting up of the Republic by the rebel South, was observed locally yesterday noon before the beautiful sculptured group of Commander Robert Gould Shaw and the Negro soldiers of the 54th Union Infantry, the first detachment of Negro troops to go into action, on Boston Common, facing the State House.

The first engagement participated in by Negro troops were the assault on Fort Wagner, believed impregnable, which was captured after great loss of life. A large group of leading Negro citizens witnessed yesterday's tribute to the heroism of the Negro troops who lost their lives in this action.

De Witt Clinton De Wolfe, representing Gov Ely, was guest of honor. Bishop William J. Walls of the New England Conference, A. M. E. Zion Church, was principal speaker. Rev R. F. Reed of Cambridge delivered the invocation. Dr Walter O. Taylor, executive chairman of the Boston branch, National Equal Rights League, under whose auspices the exercises were held, was chairman. Pres Albert G. Wolff presided.

Others present included William F. Anderson, representing Mayor Curley; Asst Corporation Counsel Rainey, Rev D. S. Klugh, Jacob W. Powell of the Sons of Veterans and representatives of William H. Carney Circle, Ladies of the G. A. R.; Pat Toy Post, Veterans of Foreign Wars, and other Negro patriotic organizations.

CURLEY TAKES CRUISE ON DOLAN'S YACHT

Mayor Curley is the week-end guest of City Treasurer Edmund L. Dolan aboard his yacht "Malca-way" on a cruise around the Cape. With him are his sons, Leo and George.

The other Curley boys, Paul and Francis, are spending the week-end at the Curley residence, 350 Jamaica-way, while their sister, Miss Mary E. Curley, is visiting friends in Chicago.

Today Mayor Curley will play golf at Hyannis and will have lunch at Treasurer Dolan's summer place at Falmouth.

PLEA HEARD FOR RACIAL EQUALITY

Lifting of racial restrictions was demanded yesterday by Bishop W. J. Walls of Illinois, vice-president of the National Equal Rights League, and principal speaker at the 68th annual Fort Wagner Day celebration.

The observance took place on Boston Common near the Col. Robert Gould Shaw memorial group.

Gov. Ely was represented by his secretary DeWitt C. DeWolfe. Asst. Corporation Counsel Julian I. Rainey represented Mayor Curley.

FISH IN JAMAICA POND? SURE

But They Are the Fighting Kind—Mayor Curley's Son Has Record For Catching Largest Salmon



MARY ANGUS MacDONALD, FRANCIS X. CURLEY AND ALLAN CURTIS HAD NO LUCK AT ALL

By DONALD B. WILLARD

SURE, there are fish in Jamaica Pond.

There are five and six-pound Chinook salmon. There are six-pound black bass, eight-pound pickerel and five-pound lake trout. There are vast numbers of other fish of less esteem.

This happy state of affairs has existed for many, many years. About 25,000 persons have been passing the pond every day for the last 20 years, and it is safe to say that not 100 out of that number have ever given a second's thought to the fishing possibilities of the place. And a good many persons who have been passing the lake every day have been lugging their tackle to the far woods of Maine and New Hampshire for the sake of going fishing.

The fact, revealed by public announcement of the feat of the Mayor's son, who captured an eight-pound salmon in Jamaica Pond last

week, is that this little body of water is fairly alive with big and belligerent members of the fightingest fish families.

Some of the bass in Jamaica Pond pull so hard they bend stout hooks right out straight. It's nothing for them to steal bait, hook and part of a line. They snap once, and away they go. And if they stay hooked, the hooker has a rare battle on his hands. No fisherman goes out on the pond without a landing net. You can't snap Jamaica Pond fish around on the end of a string, as though they were shiners.

Got Six Bass

One Jamaica Pond fisherman (referred to as a lucky stiff) caught six bass in one day, last year. The smallest weighed 2½ pounds, and the biggest was about five pounds. Six was the legal limit for the day's catch, so he quit then. "I can hook a bass out of here almost any time," he claims. And there are a good many other fishermen who have equal confidence in their own skill and in the sporting attitude of the Jamaica Pond fish.

Nobody has been trying to keep this

situation a secret. A few hundred people have long been aware that this pond, right in the middle of Boston's park system, offers as good fishing as some lakes in the Maine wilderness. The rest of the local citizenry just never happened to hear about it, until last week.

Last week Francis Xavier Curley, 7-year-old son of Mayor James Michael Curley, hauled from the waters of the pond a Chinook salmon which weighed, by honest and careful measurement, 8¼ pounds. It was, so they say, the largest fish ever taken from this pond within the memory of man now living. It is at present in the hands of a taxidermist, who will fix it up so that it may be the delight of future generations of anglers.

Every one of the fishermen on the pond hopes to catch a salmon like that one. There are some more there, beyond a doubt. Five years ago 2500 of them were dumped in, and it is only a question of teasing them with the proper bait.

The world at large, however, didn't know that until it heard that Francis Curley had caught his gargantuan salmon. Even then, some cynics professed to believe that the youngster had inadvertently hooked somebody's pet fish. Salmon in Jamaica Pond! They scoffed.

McGregors Capture Mayor Curley Cup

By BILL McAULEY

A sensational finish in which it scored three goals in the last 15 minutes of play gave the Clan McGregor soccer eleven of Quincy a 3 to 1 victory over the Beacon A. C. of Everett and possession of the Mayor James M. Curley Cup competition for a year in the final contest at Franklin Field yesterday before a crowd of 3000.

The defeat was a bitter one for the Everett eleven to swallow for it was coasting along nicely with a two-goal lead, one from the previous game and the other registered by David Ross early in the second period and with only 15 minutes to go when the blow came.

Dave Murray and Archie Allison got the Kilties' goals. Murray notched two of them. The final was a two-game series, the first of which the Beacons won, 2 to 1, but yesterday's 3 to 1 victory gave the

Kilties a 4 to 2 decision for both games.

Murray, Tom Hay and Allison starred for the Quincy team which was outplayed most of the time, but developed a kick in the closing minutes to finally win.

CONRY 'INDICTS' HULTMAN ON SEVEN COUNTS

Police Commissioner Hultman is indictable at the "Bar of Public Policy" in seven counts, Traffic Commissioner Conry declared in a statement last night.

"While such a man remains in office, our manufacturers can have no security for their payrolls," he continued. "Our storekeepers and merchants, truckmen and pedestrians cannot expect proper movement of traffic, our bankers and jewelers protection from wholesale and retail burglars."

Conry's "indictments" follow:

1. Failure to attend traffic commission meetings.
2. Locating taxi stands so as to obstruct traffic.
3. Publicly confessing in the Mayor's office July 3 his inability to enforce law.
4. Repeated congestion at North Station.
6. Lack of dignity and pettiness in behavior.
7. General inability. Not a Boston man. Too much reliance upon subordinates. Failure to place men to advantage, 850 men doing more than 50 per cent of work, 1574 men less than 50 per cent.

East Boston Strandway Of Questionable Value

To the Editor of The Herald:

It would seem that the present time is the most inopportune to spend the taxpayers' money for the construction of a strandway at East Boston. If a million dollars is to be spent for employment, the most profitable place to spend it would be on the streets of Boston, which are in a deplorable condition.

Of what particular value is a strandway in East Boston to the citizens at large throughout the city? There might be some excuse for the existence of the South Boston strandway, as it is easy of access to the people of Boston. Moreover, what percentage of the people of East Boston will really make use of this strandway? Is it not true that the older sections of Boston from Dudley street to the Winthrop line have more empty tenements today than ever before in the history of the city? Is it not true that the same condition will exist in East Boston which now exists in the North and West ends, where the child of foreign born parents, as soon as he graduates from the grammar school, moves with his parents to the suburbs? Where has the increase in population in Revere, Somerville, Medford, Arlington, Belmont, Winthrop and Quincy come from if not from the very heart of the city of Boston? Who is going to fill the tenements vacated by these immigrants as fast as they move into the suburbs, now that immigration has ceased?

It is about time that somebody notified those in authority that the population of East Boston and the older sections of the city is fast dwindling and that it is wasteful extravagance of the taxpayers' money to provide luxury in these districts in the face of these facts. For years, land takings for public improvements have been prolific of graft and a certain element of our more enlightened electorate have been deceived into favoring these various projects through an honest desire to have something done to alleviate the misery of the poor.

Has any one ever stopped to consider the actual number of adults and children who really make use of our parks and playgrounds in our congested districts? Is it not a fact that the only children who patronize these parks and playgrounds are those who live in the immediate vicinity of them? Is it not true that every residential street in the North and West ends is crowded from morning until night with children who are kept under the watchful eye of parents who are too busy with their household duties to walk any considerable distance to a park or playground with their children?

Have we arrived at a point where we must build a playground or park in every city block?

There is as much need for a waterfront strandway in East Boston as there is along the entire waterfront from the Charlesbank gymnasium in the West end to Dover street in the South end for the residents of the North, West and South ends.

H. L. MORTON.

Dorchester. July 17

POST

7/20/31

HERALD 7/20/31

CONRY FOR FIRING OF HULTMAN

Makes Many Charges
of Unfitness of
Police Head

CONFESSED, HE SAYS,
CAN'T ENFORCE LAW

Hultman Laughs Over
Charges; Remains
Silent

Summing up all the controversial points of his disputes with Police Commissioner Hultman during the past few weeks, Traffic Commissioner Joseph A. Conry, yesterday, made his first outright move for the ousting of the police head, when he issued a list of complaints and asserted that Commissioner Hultman is indictable at the bar of public opinion.

"He is indicted under the following seven counts," Traffic Commissioner Conry asserted:

"Failure to attend meetings of the Traffic Commission and co-operate with that body in traffic study for the good of the city.

"Locating taxicab stands so as to obstruct traffic, impede and interfere with business of the abutter at Summer and Franklin streets and Forest Hills.

"Publicly confessing in the Mayor's office, July 3, his inability to enforce the law.

"Repeated tagging of cars and no prosecutions.

"Permitting congestion at North Station, forcing hundreds to lose train connections.

"Lack of dignity and pettiness of behavior in ordering the Mayor's car to be tagged and placing objectionable taxicab stands in front of Senator James J. Twohig's place of residence.

"General inability to handle a police force.

"He is not a Boston man.

"Puts too much reliance upon subordinates saturated with rejected ideas, relics of a discredited past.

"Failure to place his men to advantage, 850 men doing more than 50 per cent of the work and 1574 men less than 50 per cent."

Informed of the charges made by Traffic Commissioner Conry, Police Commissioner Hultman laughed heartily and declined to comment.

The quarrel between the two officials was brought to the detonating point yesterday when Traffic Commissioner Conry launched his bitter criticism of Commissioner Hultman.

"Too Old to Learn"

"He doesn't know Boston and is too old to learn," Traffic Commissioner Conry asserted. "His vacillating tactics on uniforms, his hectic haste to hit a new fad, his chase of the spectacular, his lack of dignity in public and private, his objections to patient study of the problems of the hour, his insistent reliance upon the discredited customs of the past, his clinging to all that was supposed to have gone with Garrett, denotes entire absence of the qualities necessary in a modern police commissioner."

"While such a man remains in office, our manufacturers can have no security for their payrolls, our storekeepers and merchants, truckmen and pedestrians cannot expect proper movement of traffic, our bankers and jewellers are denied deserved protection from wholesale and retail burglars, while our citizens are deprived of that sense of security and safety, the foundation of daily happiness."

Traffic Commissioner Conry assailed tag-fixing and asserted that the current joke around police headquarters in the matter of tag-fixing is "Who must be seen?" He charged that Commissioner Hultman had been asked about a car that was tagged 22 times and had asked for the "necessary evidence, presumed to be in his own control."

"Feared Ridicule"

Commissioner Hultman was also assailed for a refusal to attend a meeting of the Traffic Commission last Thursday. Traffic Commissioner Conry stated yesterday that the matter of the number of patrolmen doing clerical work at headquarters was to be discussed, and that Commissioner Hultman avoided attendance at the meeting in fear of ridicule.

"Come to think of it," said Conry, "it does seem ridiculous to have a number of strong, able-bodied men, who might be directing traffic, sitting on high stools doing a girl's work. Commissioner Hultman feared this ridicule, the test of truth."

He also charged that Commissioner Hultman had "confessed" in the Mayor's office to an inability to enforce the one-hour parking regulation in downtown Boston, and renewed his charges that the police head had placed obstructions in the centre of Franklin street, and had placed a two-car cab stand in front of Senator James J. Twohig's home in South Boston in reprisal for Senator Twohig's activities at the State House last winter.

POST AND GATTY HERE TOMORROW

Elaborate Plans Made for Entertainment

Boston will honor Wiley Post and Harold Gatty tomorrow. The world filers will arrive at the Boston airport at 11 A. M. from Schenectady, N. Y.

They will first be escorted to Chelsea square, where they will be presented with bouquets by Mayor Whalen of that city. They will then be brought to Boston by way of City square, Charlestown, and Adams square, arriving at City Hall, where they will be welcomed by Mayor Curley.

Gov. Ely will next receive them at the State House after they and their escort pass through School, Washington, Water, Devonshire, Franklin, Bromfield, Tremont, Park and Beacon streets.

They will be guests of the Crosscup-Pishon post, American Legion, at dinner at the Hotel Bradford at 1 P. M., after which there will be a public reception on the Common at the Parkman bandstand, beginning at 2 o'clock. Here Mayor Curley will present them with two statuettes, one of Viking and the other of Liberty.

A special airplane, weather permitting, will leave Boston tonight to bring Admiral Byrd from his Maine summer home to attend the noon dinner and to escort the guests over his South Pole ship, moored at the foot of Summer street. Later in the afternoon they will be taken to historical and other places of interest in Boston and in the evening will dinner guests at "Fo'castle" in Marblehead. Wednesday morning they will take off from Springfield.

BOSTON BILLBOARDS IN N. H.

To the Editor of The Herald:

I note with regret that Mayor Curley proposes to repaint his billboards, which he has scattered throughout New England, and continue to mar our landscapes.

If Boston is the "reservoir of culture," which your mayor now asserts it to be it would seem that this culture might include a proper forbearance in the matter of roadside signs.

We are gradually eliminating billboards from the landscape and we shall be glad of Boston's co-operation, but we shall get rid of them whether or not Boston's culture joins New Hampshire's perseverance.

ROBERT J. GRAVES.

Concord, N. H., July 17.

2925 for 94ent
60M 6-10-42

HERALD

7/20/31

CURLEY'S HAND IS SEEN BEHIND SAVAGE ATTACK

Traffic Chief Says Police
Head Fails to Protect
Boston Payrolls

'DOESN'T KNOW CITY;
TOO OLD TO LEARN'

Taxicab Stand at Twohig
Home Viewed as Act
Of Reprisal

In a fresh attack on Police Commissioner Hultman, by far the most savage and sensational in their long controversy, Traffic Commissioner Conry last night confirmed the understanding that an organized campaign to oust Hultman is now being directed from City Hall.

The climax of a signed statement which Commissioner Conry sent to newspapers last night reads as follows:

While such a man (meaning Hultman) remains in office, our manufacturers can have no security for their payrolls, our storekeepers and merchants, truckmen and pedestrians, cannot expect proper movement of traffic, our bankers and jewelers are denied deserved protection from wholesale and retail burglars, while our citizens are deprived of that sense of security and safety, the foundation of daily happiness.

SEE CURLEY'S HAND

Political leaders were agreed that Conry, because of his close association with and affection for Mayor Curley, would not carry on his open criticism of the police commissioner, especially in such hostile invective unless satisfied he has the backing of the mayor. Tagging of the mayor's car was cited by Conry as evidence of "pettiness" by Hultman.

"He (Hultman) does not know Boston and is now too old to learn," began another paragraph of the latest Conry philippic. "His vacillating tactics on uniforms, his hectic haste to hit a new fad, his chase of the spectacular, his lack of dignity in public and private, his objections to patient study of the problems of the hour, his insistent reliance upon the discredited customs of the past, his clinging to all that was supposed to have gone with Garrett, denote entire absence of the qualities necessary in a modern police commissioner."

The aggressive tactics of Conry have created an official problem without precedent in Boston, affecting particularly the work of the traffic commission, of which Conry and Hultman are members. Their controversy is rooted in differences over questions of traffic control, the latest being the location by the police commissioner of a taxicab stand in the middle of Franklin street.

IGNORED MAYOR'S WISHES

The Franklin street stand ignored the wishes of the mayor, Conry declared in his statement. Mayor Curley protested the stand and had the public works department ready to abolish it when the city law department reluctantly ruled that Hultman was legally right in his position.

Conry also charged that Hultman had located a taxicab stand in front of the South Boston residence of Senator Twohig as "reprisal" against activities at the State House by the senator which "peeved" Hultman.

Conry repeated the statement of last night as follows: "Traffic Commissioner Joseph A. Conry says police commissioner indictable at bar of public policy."

The statement then proceeded as follows:

He is indicted under the following seven counts:

First—Failure to attend meetings of the traffic commission and co-operate with that body in traffic study for the good of the city.

Second—Locating taxicab stands so as to obstruct traffic, impede and interfere with business of the abutter (Summer, Franklin streets and Forest Hills.)

Third—Publicly confessing in the mayor's office, July 3, his inability to enforce the law.

Fourth—Repeated tagging of cars. No prosecutions. One car tagged 22 times (who must be seen?)

Fifth—Permitting congestion at North station, forcing hundreds to lose train connections.

Sixth—Lack of dignity and pettiness of behavior in ordering mayor's car to be tagged and placing objectionable taxicab stands in front of Senator Twohig's place of residence.

Seventh—General inability to handle a police force; not a Boston man; too much reliance upon subordinates saturated with rejected ideas, relics of a discredited past; failure to place his men to advantage, 850 men doing more than 50 per cent. work and 1574 men less than 50 per cent.

SIZZLING FOLLOWS UP

In amplification, presumably, of the "counts" in the "indictment," the Conry statement continued as follows:

At the regular meeting of the traffic commission, held Thursday, July 16, a messenger was sent to the police commissioner in the adjoining office inviting him to attend. He refused. Under the law it is his duty to attend. He persists in dodging this duty. At that meeting four votes concerning traffic matters were adopted and sent to the police commissioner. He knew these matters were to be considered and, unwilling to face his associates in discussion, he remained away.

The first request was with respect to the number of patrolmen at headquarters doing clerical work.

This, he characterized as "trivial and impertinent." He replied, "I do not propose to be made ridiculous by answering such request." Come to think of it, it does seem ridiculous to have a number of strong, able-bodied men, who might be directing traffic, sitting on high stools doing a girl's work. He feared this ridicule, the test of truth.

In the mayor's office, he read a statement to the effect that "more than 50 per cent. of the time of that police was devoted to automobile and traffic regulations"; he accounted for 850 men doing this work.

There are 2424 men in the police department. If 850 men make up more than 50 per cent. of the time of the department, what percentage of time is filled by the other 1574 men?

A competent executive knows how to employ his forces.

"A CURRENT JOKE"

When asked for advice on the matter of the car tagged 22 times, he begged the traffic commission for the necessary evidence, presumed to be in his own control. The story has had a squalid setting about headquarters, the current joke in the building being, "Who must be seen?"

These were the questions asked and he answers with a jest, not new but fitting for him.

In the mayor's office he confessed his inability to enforce the law of one hour parking in down town Boston.

When the commissioner quits, can the patrolman carry on?

Experienced men believe that all the rules of the traffic commission can be enforced, but only by intelligent direction of competent officials.

One of the finest department stores in America, of which Boston is proud, protested the conduct of the police commissioner in placing permanent obstructions before its show windows. Representatives of all the storekeepers asked to have the annoyance removed. The traffic commission urged removal as an obstruction to traffic. He ignores all complaint and advice.

He has placed monumental obstructions in the centre of Franklin street, ignoring the mayor of the city and all the business in that district.

"FLOUTS PUBLIC OPINION"

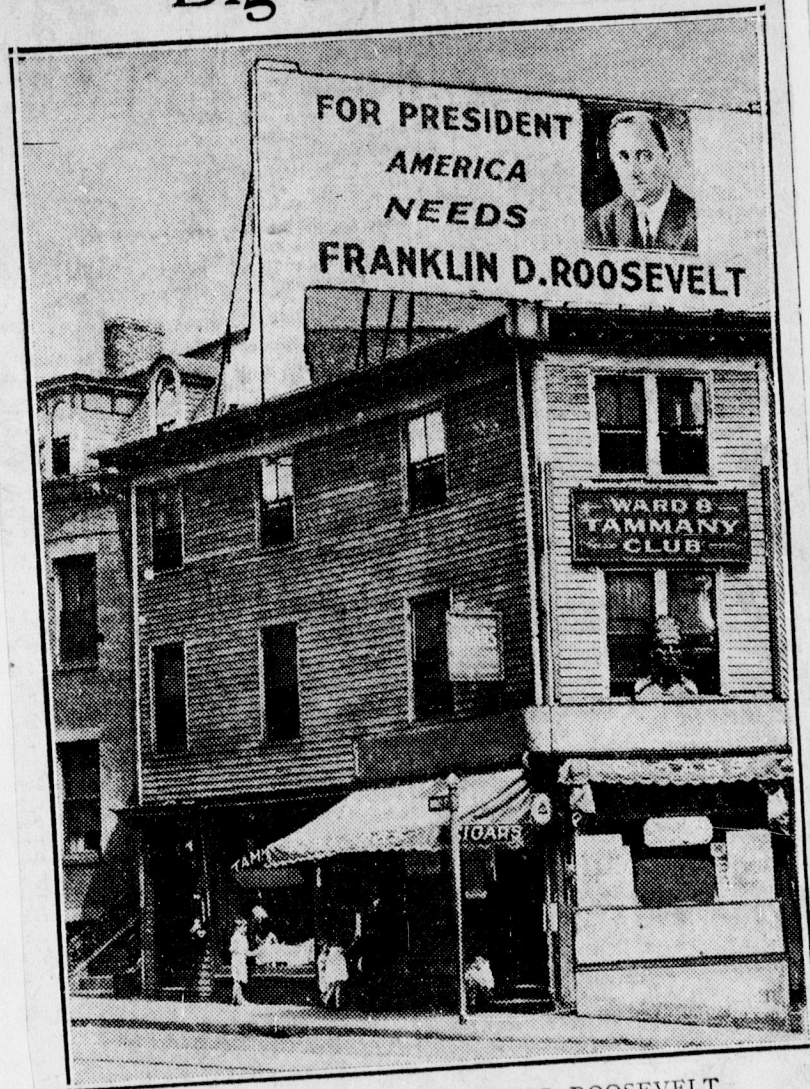
An indignation meeting of citizens of Forest Hills protested his conduct in locating taxicab stands. He flouted public opinion of that neighborhood.

He has neglected conditions at the North Station and permitted traffic to grow so clogged up, that hundreds of passengers lost their trains. It was necessary for the Boston & Maine to appeal to the traffic commission, to get the police to do its plain duty.

The distinguished senator from South Boston, Hon. James J. Twohig, by his eloquent activities at the State House last winter, peeved the police commissioner, who in a spirit of reprisal, plastered the front of the senator's place of residence with a two-cab taxi stand.

When the complaint of the senator was brought to the attention of the deputy in charge of fixing cab stands, that gentleman replied, all responsibility was on the police commissioner, saying in a letter written in answer to the complaint "the police commissioner, under statute law, is the sole authority to decide whether any taxi stand shall continue its existence, or not."

Tammany Club Erects Big Roosevelt Sign



ROXBURY TAMMANY OUT FOR ROOSEVELT
Mayor Curley's own political organization shows a big sign to indicate its support pledged to Governor Roosevelt in the next campaign.

Following in the footsteps of their leader, Mayor Curley, the Tammany Club of Boston has erected a mammoth sign on the roof of its headquarters at Dudley and Hampden streets, Roxbury, endorsing Franklin D. Roosevelt, Governor of New York, for President.

The sign bears a huge painted likeness of Roosevelt. The sign was put in place under the direction of John J. Curley, brother of the Mayor and chairman of the executive committee of the club, and Assistant District Attorney Daniel J. Gillen, club president.

BOSTON SOCIAL CLUB HAS ANNUAL OUTING

More than 1000 members of the Boston Social Club, which is composed of former members of the Boston police force, and their guests enjoyed the 10th annual outing of the club yesterday at Caledonian Grove, West Roxbury.

In the feature of the afternoon's entertainment the Bunker Hill Celtics soccer team beat the Dorchester Maccabbes 3 to 0, winning a large silver cup donated by Mayor Curley.

Other events included a sack race for boys under 10, won by John Hiltz, a 25-yard dash for girls, won by Rita Hennessey; a similar race for girls under 14, won by Ruth Dykeman, a balloon race, won by Anna McGrath, and a 100-yard dash for men, won by Joseph Kelly.

GATTY AND POST HERE TOMORROW

Fliers Arrive at 11 a. m.
—Receptions and
Auto Trips

Wiley Post and Harold Gatty, famous world fliers, will visit Boston tomorrow, landing at the Boston Airport, from Schenectady, N. Y., at 11 a. m.

From the airport they will be escorted to Chelsea square, Chelsea, where Mayor John J. Whalen will present them with bouquets. After the presentation they will be escorted to Boston via City square, Charlestown, and Adams square, for their reception at City Hall, where Mayor Curley will formally welcome them to the city.

TRIPS AND GIFTS

From City Hall the airmen will go to the State House, to be received by Governor Ely, passing over the following route: School street to Washington, Water, Devonshire, Franklin, Bromfield, Tremont, Park and Beacon to the State House.

At 1 p. m. the fliers will be guests of the Crosseup-Pishon Post, A. L., at the Hotel Bradford. Following lunch, there will be a public reception to the fliers at the Parkman bandstand on the Common, beginning at 2 o'clock. As souvenirs of their visit, Mayor Curley will present them with two statuettes, one a Viking, the other Liberty.

If the weather is favorable, a special airplane will leave the Boston airport tonight to bring Admiral Byrd from his summer home in Maine to Boston in time for the luncheon to the fliers. The admiral, who is honorary commander of the post, has offered to conduct the fliers over his South Pole ship, which is moored at the foot of Summer street, following the public reception on the Common.

After visiting the ship the fliers will be taken for an automobile trip to Faneuil Hall, the Old State House, Paul Revere's home, City Point, the Aquarium, L street baths, Dorchester Heights, Franklin Park, Arnold Arboretum and the sites of the Boston Massacre and the Boston Tea Party.

In the evening the airmen will be guests of the "Fo'castle" in Marblehead at a dinner in their honor. Wednesday morning they will take off for Springfield.

AMERICAN 7/20/31

What's Behind Move to "Get" Mr. Hultman?

For some one of a thousand possible reasons, a freak alliance between a Republican morning newspaper and Democratic Joseph A. Conry is out to get Police Commissioner Hultman. From the variety of material being printed in the newspaper in question and given out to other newspapers, the alliance doesn't care how it gets Hultman, or, if in doing so, it completely destroys the morale of the police department.

Just who is the man this unique combination wants in the commissioner's job is their secret, as yet.

The names of Mayor Curley and Gov. Ely are being freely tossed about as being interested parties in the oust-Hultman campaign.

We have found neither the mayor nor the governor backward in talking for themselves when they have anything to say. How long are they going to keep quiet in this one-man debate now going on?

The Republican newspaper offers one supposed "charge" against Hultman . . . "that graft is as rampant as during the years when Oliver B. Garrett reigned as the police czar of Boston." That statement alone, among all the billingsgate passed out to date, interests the Boston Evening American very much. If the newspaper has any evidence or any facts to back up this charge, there should be some immediate action, action beyond anonymous bickerings in the newspapers. Boston got rid of Garrett. The Boston Evening American was largely instrumental in bringing this grafting policeman to time. If there are other grafters and the newspaper does not wish to go after them, we shall be glad to take them on. All the so-called powers-that-be in politics said that Garrett couldn't be convicted. He's in jail now. If there are more of his kind in the police department, let's get at them.

Mr. Conry has been in the public eye a long time. He knows politics and is supposed to be an intelligent man. He should know that police reforms and improvement in traffic conditions are best brought about by earnest effort and co-operation by the proper executives, not by newspaper effusions that accomplish nothing more than to keep up a continual discord among the personnel of the department. Surely that is not his intention. But that is exactly what is happening now.

The Boston Evening American is not interested in personalities. It does want and insists upon an honest and efficient police department. Any person who delays or interferes with the rehabilitation of the department along those lines, whatever may be his motive, is doing the public a decided harm.

Mr. Hultman took over the police situation when it was in a very bad way. He has worked hard. His honesty never has been challenged. He has largely brought together the warring elements among the officers and men. He is entitled to the thanks of the community, rather than the abuse of persons whose motives as yet are a mystery.

How about a word "moratorium" for a few months, gentlemen on both sides of the argument? Why not try to iron out your disagreements in a sane spirit of compromise, and give the public a break?

STATE DOESN'T KNOW ABOUT BIG PARTY

Mayor Explains That Governor Will Be Told, Now That Program Is Fixed

Considerable comment was occasioned in political circles today by the revelation that Governor Ely had not been invited to the reception for Wiley Post and Harold Gatty, globe-circling fliers, who are to be the city's guests tomorrow.

"The governor's office has not even been officially notified that the fliers are coming here," said DeWitt C. DeWolf, Gov. Ely's secretary.

Because of the failure to include the Governor in the reception, no plans have been made to bring Post and Gatty to the State House to meet the chief executive, his secretary said.

Gov. Ely, absent from his office for a week, was scheduled to return tonight from Pennsylvania.

Post and Gatty will arrive at the Boston Airport tomorrow morning from Schenectady, N. Y., and after they are received by Mayor John J. Whalen of Chelsea will go to City Hall to meet Mayor Curley.

Mayor Curley, when questioned, said the invitation would be dispatched immediately.

"Now that the hour has been settled definitely, His Excellency will, of course, receive an invitation," he said. "Our plans are for the Governor to address the fliers on the Common, and for Post and Gatty to make a formal call upon him at the State House."

At 1 p. m. they will be guests of the Crosscup-Pishon Post, A. L., at the Hotel Bradford. Following lunch, there will be a public reception to the fliers at the Parkman bandstand on the Common, beginning at 2 o'clock. Mayor Curley will present them with two statuettes, one a Viking, the other Liberty.

If the weather is favorable, a special airplane will leave the Boston airport tonight to bring Admiral Byrd from his summer home in Maine to Boston in time for the luncheon to the fliers.

STATE HOUSE RECEPTION NOT PLANNED FOR FLYERS

Secretary DeWolfe Says No Invitation Received From City on Gatty and Post Visit

No arrangements have been made for the reception in the State House of Harold Gatty and Wiley Post, world flyers, it became known today, because of the fact that city of Boston authorities have sent to the Governor's office no invitation to participate in the affair. It is said that it is customary for such invitation to be sent.

Gov Joseph B. Ely has been away for the last 10 days, but he is expected to return to Boston late tonight. DeWitt C. DeWolfe, his secretary, said "nothing out of the ordinary" would be done in connection with the arrival here of the two flyers. No time has been set apart by the Governor for their reception.

Curley Explains

When told today of the statement by De Witt C. DeWolfe secretary of Gov Ely, issued today, Mayor Curley said:

"The program for the reception of the flyers Wiley and Post is not completed yet on account of the uncertainty of the hour of their arrival. Notwithstanding that, provision has been made for them to visit His Excellency the Governor at the State House as well.

"Now that it is definitely determined that they will arrive Tuesday, an invitation will be extended His Excellency to address the gathering on the Common upon the occasion of the presentation of suitable trophies to the flyers.

"In the matter of an invitation to the luncheon to be tendered the air-

men by Crosscup-Pishon Post, American Legion, I have no control over their list of invitations, but I know the members to be gentlemen and I am quite certain they will welcome the opportunity to invite His Excellency.

"These are the only functions to be conducted in Boston. The banquet at Marblehead in the evening is a private affair, and so far as I am able to ascertain, is limited to flyers. While I anticipate I will receive an invitation to be present, such an invitation has not been received yet."

Shortly after noon today Mayor Curley announced that an invitation had been extended to Gov Ely to receive Post and Gatty at the Executive offices about noon tomorrow. The flyers will be accompanied by Mayor Curley. Following the reception in the Governor's office, His Excellency is invited to accompany the party to Boston Common.

POST AND GATTY TO BE GREETED IN CHELSEA SQ

The world flyers, Post and Gatty, will stop in Chelsea sq tomorrow at 11:30 a m and in front of the police station will be extended the greetings of the city by Mayor John J. Whalen whose two sons, John Jr and Frederick A. Whalen, will present bouquets to the flyers.

The flyers will leave the Airport in East Boston at 11:15 and will be met at Eastern av by a motorcycle escort. They will proceed through Central av and Park st to the police station and will continue thence along Broadway to Charlestown.

Post and Gatty Here Tomorrow

World Flyers to Arrive at Airport in Winnie Mae at 11 A. M. — Parade Feature

Wiley Post and Harold Gatty, famous round-the-world flyers, will arrive at the Boston Municipal Airport tomorrow morning at 11 o'clock to be the guests of the city of Boston and Crosscup-Pishon Post, American Legion. Flying the speedy Lockheed monoplane, Winnie Mae, the intrepid flyers will swoop across the city before landing to be accorded an official welcome to Boston. Plans are being completed by the Crosscup-Pishon Post, the city officials and the National Broadcasting Company for the automobile parade to the City Hall to call on Mayor James M. Curley from the airport. The parade will follow the "Lindbergh route" through Chelsea and Charlestown to Adams Square, where it will be met by a band, and then proceed through Devonshire street, State street, Congress street, Milk street, Washington street to School street and the City Hall. After paying their respects to Mayor Curley, Post and Gatty will be escorted to the State House to call on Governor Ely.

At one o'clock the Crosscup-Pishon Post will be hosts at the luncheon at the Hotel Bradford with Commander Paul Hines presiding. Roland H. Baker, Post aviation officer, has announced that Mayor Curley is expected to attend. At three o'clock the flyers will be the toast of Boston children, who will assemble at the Parkman Bandstand on Boston Common to receive the airmen. A band concert will be held in connection with the children's program.

Plans for the evening call for a dinner with Mayor Curley at six o'clock and an appearance at the Esplanade concert at the Charles River Basin at 8:30 o'clock. Post and Gatty will spend the night at the Hotel Statler and will depart for Springfield Wednesday morning. Their schedule for the remainder of the week calls for a visit at Chicago on Saturday

HOTEL MEN HEAR ELY AND CURLEY

Governor Ely, Mayor Curley and others prominent in public life are scheduled to address the national convention of the American Hotel Association, which opened today at the Hotel Statler.

Ralph Hitz, managing director of

the Hotel New Yorker, addressed the first meeting, on "The auditor and the new problem of management."

The remainder of the session was taken up by meetings of sub-committees appointed to consider prohibition, hotels' relation with telephone companies, publicity and other problems.

A dinner dance at the New Ocean House, Swampscott, tomorrow night and a clam bake at Pemberton Inn, Nantasket, Wednesday, are among the many diversions for the delegates.

Mayor of Toronto Calls on Curley

Mayor Ernest Bray of Toronto, Ont., called on Mayor Curley at City Hall today and informed him a tercentenary celebration, similar to that held here last year, will take place in Toronto in 1934.

Mayor Bray inquired about Boston's tercentenary features and later was accompanied on a tour of historic spots by Standish Willcox, social secretary to Mayor Curley.

Curley Names 30 as Life Guards

Thirty men were appointed by Mayor Curley today as temporary lifeguards in the park department. They will be assigned to duty at North End Park, Wood Island Park, "L" st. bathhouse, and the Head House at City Point.

Texans to Be Guests of City and Harvard

The University of Texas-Harvard football game at Soldiers Field on Oct. 24, next, will witness the greatest gathering of citizens of the Lone Star state that has ever taken place in Boston, Mayor Curley announced today.

Mayor Curley will tender a luncheon to Governor Ross D. Sterling, former Governor Dan Moody, and mayors of 27 Texas cities, Harry Yandell Benedict, president of the University of Texas will also be the Mayor's guest on the day of the game.

Globe 7/20/31

Mayor Curley and Representative of Gov Ely Express Welcome Through Interpreter



PARTICIPANTS IN FANEUIL HALL PROGRAM
Left to Right, Seated—Hannah Levine of Roxbury and Lillian Mitchell of Jamaica Plain. Standing—Nora Egan of Malden, Florence Kornbloom of Roxbury, and Viola Woodside of East Boston.

Eighteen hundred delegates to the 11th quadrennial convention of the National Fraternal Society of the Deaf, gathered from all States of the Union and from Canada, packed Faneuil Hall this morning to hear addresses of welcome by Mayor Curley, in behalf of the city, and DeWitt Clinton DeWolfe, representing Gov Ely, at the opening ceremonies of the six-day meeting.

The Mayor and Mr DeWolfe addressed the assembly through an interpreter, Mrs Lillian Jackson of Haverhill, daughter of deaf and dumb parents, who was born with all her senses, but who, with her deaf and dumb husband, has worked most of her life to aid those who have suffered loss of their oral and aural senses.

The session opened with an invocation by Rev J. Stanley Light of Boston, who was followed by Mayor Curton, who was followed by Mayor Curley, Mr DeWolfe and Second Deputy Commissioner of Insurance E. S. Cogswell, who represented New England. Responses were made by delegates R. C. Morris of Texas, C. J. Cunningham of Illinois and W. P. Valiant of California.

Recitation of "America"

Seven members of the women's auxiliary mounted the platform and recited "America" in the sign language of the deaf, instilling in their gestures all the patriotic feeling and fervor and associates with a vocal rendition of the anthem. To the few outsiders present at the meeting this was the most impressive feature of the morning exercises.

Addresses were made by Frederick J. Noesam of Delevan, Wis; W. H. Battersby of Boston, chairman of the con-

vention committee; Vice President James W. Howson of Berkeley, Calif; John H. Mueller of Louisville, Ky, and John T. Shilton of Toronto, Can, and Secretary-Treasurer Arthur L. Roberts of Chicago.

A busy program has been arranged for the delegates, who are expected to number more than 3000 by tomorrow night. In addition to daily business meetings many trips, both by boat and by bus, have been planned to carry the visitors to all the more famous historic shrines within reasonable distance of Boston.

Starting with a reception and ball in the Hotel Statler tonight, evening entertainment will be provided for the delegates in the form of a banquet, a smoker. A golf tournament, arranged by Franz L. Asher of Springfield, is scheduled for tomorrow and Wednesday at the Alhambra Golf Club.

Women a Problem

The chief question which will come up for consideration at the business meetings of the convention, in addition to the routine election of officers, will be the problem of admitting women to full membership. Hitherto they have been merely auxiliaries and have not enjoyed as many of the benefits of the organization as the men. Judging from today's meeting the women outnumber the men at the convention.

Other questions, as in the past, center around the problem of insurance, which provided the initial stimulus which resulted in the founding of the fraternity in 1901.

Another decision which the delegates will make is to settle upon the city in which they will hold their next convention, in 1935. Two Texas cities, Galveston and Houston, appear to be bidding most spiritedly for the honor.

CURLEY INVITES TEXAS OFFICIALS

Plans Luncheon Following Football Game

Hon Ross D. Sterling, Governor of Texas, Ex-Gov Dan Moody, and 27 Texas Mayors, have been invited by Mayor Curley to a luncheon in Boston on Oct 24, the date of the intersectional football game between Harvard and University of Texas.

The invitations to the Texans from Mayor Curley follows:

"It is a great pleasure to learn that the football eleven of the University of Texas, at Austin, Tex, and Harvard University, Cambridge, Mass, will meet for the first time, upon the football gridiron, at Soldiers Field, Cambridge, Oct 24, 1931.

"I know of nothing finer in character or marking a greater sincerity of purpose than engagements in athletic competition between the leading universities of the North, South, East and West.

"May I assure you in advance that the football eleven of Texas University, together with the alumni and undergraduates will receive a royal welcome in Boston.

"I can but feel, as Mayor of one of the leading cities of Texas, that it is your manifest duty to accompany the University of Texas football eleven to Cambridge for his game, and in appreciation of this splendid intersectional event, I extend you a most cordial invitation to be my guest, at a luncheon, in the salon of the Copley-Plaza Hotel, Copley sq, Boston, on Saturday, Oct 24, at 12 noon."

Mayor Curley will also invite Prof Harry Yendell Benedict, president of the University of Texas, to be his guest.

MADE ASST SUPT OF FIRE ALARM DIVISION

William M. Bonner, superintendent of construction of the Boston Fire Department, was today made assistant superintendent of the fire alarm division. The appointment was made by Mayor Curley on recommendation of Fire Commissioner Edward McLaughlin.

20 HERALD 7/20/31

Hultman Silent on Latest Attack of Chairman Conry

"Seven Count Indictment" Fails to Bring Reply from Commissioner—Friends Say He Will Not Resign Police Position

A seven-count "indictment" before the bar of public opinion, launched against Police Commissioner Hultman by Traffic Chairman Joseph A. Conry, failed to draw the fire of the police head today.

"The commissioner is tending strictly to police business," was the announcement by his secretary, Bernard P. Scanlan, "and has no time to devote to other matters at the present time."

Efforts to learn whether or not the "indictment" had been brought to the attention of the police commissioner or whether at some future time he will issue a reply to what is considered one of the bitterest and pointed attacks in his entire regime, proved without success.

Mayor Curley today refused to comment. Chairman Conry is his appointee and has been head of the traffic board since April of last year, following a holdup on his appointment for two months by the civil service commission. Conry draws a salary of \$7500.

Other members of the traffic board declined to be drawn into the controversy, though they participated in votes at last Thursday's meeting which were directed against the police commissioner. The commissioner was not present at the meeting.

Following a statement by Chairman Conry as to the votes taken at the meeting, the police commissioner sent a reply but he declined to make it public, referring all inquiries to Conry.

The Hultman reply was not given out by Chairman Conry but in answer to a reference by the police commissioner to the effect that "the dog days had taken a hold on the traffic chairman," Conry issued a satirical statement, in which he flayed his associate.

On top of that statement comes the "indictment" by Chairman Conry. It is interpreted in political circles, and has been for some time, that an attempt is being made to get the police head rolled up and have him resign. Those who are close to the police head say it will be a long time to wait before a resignation is forthcoming.

CURLEY APPOINTEE

Chairman Conry is the only appointee of the mayor to the board. The statute creating the traffic provided that it should consist of the chairman of the public works department, the police commissioner, the chairman of the park board, the chairman of the street commission and a traffic engineer, and a chairman to be named by the mayor.

The breach between the chairman and the police head has been widening for months. The last named has been accused of failure to co-operate. Recently the tagging of the mayor's car on Providence street drew fire from both the mayor and Chairman Conry.

The police head issued instructions that all cars used by the mayor and his family be treated with the utmost consideration.

22 TAGS

A recent blast from the traffic chairman had to do with the tagging of a car on Winter street on 22 different occasions and nothing done in the way of prosecution. When this was put up to him the police head asked for details as to ownership and number of the car, etc. This drew a sharp reply from Chairman Conry and the incident is again mentioned in the newest statement from him.

It is also further claimed that the police head, as a means of reprisal against Senator James J. Twohig of South Boston, has allowed a two-car taxi stand at the senator's home.

The "indictment," that furnishes the newest chapter to the difference of the two officials, was sent to the newspaper offices and bears a heading: "Traffic Chairman Joseph A. Conry Says Police Commissioner Indictable at Bar of Public Opinion."

The seven "counts" are:

First—Failure to attend meetings of the traffic commission and co-operate with that body in traffic study for the good of the city.

Second—Locating taxicab stands so as to obstruct traffic, impede and interfere with business of the abutter (Summer, Franklin streets and Forest Hills.)

Third—Publicly confessing in the mayor's office, July 3, his inability to enforce the law.

Fourth—Repeated tagging of cars. No prosecutions. One car tagged 22 times (who must be seen?)

Fifth—Permitting congestion at North station, forcing hundreds to lose train connections.

Sixth—Lack of dignity and pettiness of behavior in ordering mayor's car to be tagged and placing objectionable taxicab stands in front of Senator Twohig's place of residence.

Seventh—General inability to handle a police force; not a Boston man; too much reliance upon subordinates saturated with rejected ideas, relics of a discredited past; failure to place his men to advantage, 850 men doing more than 50 per cent. work and 1574 men less than 50 per cent.

TRAVELER 7/20/31

HUB'S WELCOME GIVEN TO DEAF

Mayor Curley Extends Greetings at Faneuil Hall Convention

Mayor Curley welcomed 1200 members of the National Fraternal Society of the Deaf at Faneuil Hall, today, at the opening session of their five-day convention.

"We are told that all men are created equal," he said. "We will do well to remind ourselves that there is a difference between the theory of equality and equality itself. A gathering such as this is added realization of the obligation the world owes the individual be it or denied the use of one of the senses. I commend you, every one, for your splendid spirit and the example of good cheer that you evince."

Miss Doris Jackson of Haverhill acted as interpreter for the mayor, using the sign language.

The opening prayer was offered by the Rev. J. Stanley Light. DeWitt C. DeWolf, secretary to Gov. Ely, and E. S. Cogswell, second deputy commissioner of insurance, also made addresses of welcome. Miss Jackson interpreted. F. J. Neesam of Madison, Wis., grand president, introduced the speakers and responded for the society.

"America" was rendered in stirring fashion by five young ladies, members, using the sign language.

During their Boston stay the delegates are quartered at the Statler. Throughout the week local points of interest and historic spots will be visited. Every day will be a busy one for the entire week shows little free time. Entertainment has been arranged by Committeeman Henry Battersby of Lynn. Police handled the crowd in the congested market district without accident.

The society was founded in 1901, to establish protection against discrimination shown the deaf on the part of fraternal and insurance organizations.

TRAVELER

7/20/31

Ely Ignored in Fliers' Welcome DeWolf Claims

Curley Answers Charge Governor Slighted in Post-Gatty Reception

Gov. Ely has been ignored by the city officials planning the reception to Wiley Post and Harold Gatty tomorrow, it was declared by DeWitt C. DeWolf, secretary to the state executive.

NO OFFICIAL NOTICE

DeWolf said that no official notice of the scheduled visit of the fliers had been received by Gov. Ely from the city and so no plans had been made for a reception by the state or for the Governor to take part in the city reception.

DeWolf's declaration was answered promptly by Mayor Curley, who explained that the program for the fliers' reception had not been completed because of the uncertainty of their arrival, and that provision would be made for them to visit the Governor. Gov. Ely will be invited to address the gathering on Boston Common, Mayor Curley said.

A few hours after DeWolf made his assertion a formal invitation had been sent to the Governor. The latter was informed of the visit of Post and Gatty to the State House and also was invited to speak at the Parkman bandstand on the Common during the public reception.

The Governor's secretary explained that Gov. Ely is coming back to Boston tonight, after a week's absence from the State House, and will be at his desk tomorrow morning.

When he learned of the complaint registered by DeWolf, Mayor Curley said:

"The program for the reception to the fliers has not been completed as yet, owing to the uncertainty as to the hour of their arrival, but, notwithstanding that, provision has been made for them to visit the Governor at the State House as well as the mayor at City Hall.

TO INVITE ELY

"Now that it has been decided that they will arrive on Tuesday the Governor will be invited to address the gathering on Boston Common at which trophies are to be presented to the men. With reference to the luncheon to the airmen by the Crosscup-Pishon post of the American Legion, I have no control over their list of invitations, but I know the membership to be gentlemen and I am certain they will welcome the opportunity to invite the Governor.

"The banquet at Marblehead in the evening is a private affair and, so far as I am able to ascertain, is limited to fliers."

It has been announced that Post and Gatty will arrive at the airport from Schenectady, N. Y., at 11 A. M. tomorrow. They will be escorted into Boston through Chelsea. There the parade

will halt for a short time in Chelsea square where Mayor John J. Whalen will present the fliers with bouquets.

They will be taken into Boston by way of City square, Charlestown, and Adams square, without stopping until they reach City Hall, where Mayor Curley will extend the greetings of the city.

THEN TO STATE HOUSE

According to the schedule, Post and Gatty will be then taken to the State House, where they will be presented to Gov. Ely. They will reach the State House at the end of a parade through the downtown section of the city.

The parade route starts at School street and proceeds to Washington, Water, Devonshire, Franklin, Bromfield, Tremont, Park and Beacon streets to the State House.

Following the planned meeting with the Governor the fliers will be taken to the Hotel Bradford for luncheon as the guests of Crosscup-Pishon post, scheduled for 1 P. M. The public reception on the Common will follow at 2 o'clock.

At the reception Mayor Curley will present the daring airmen with statuettes, one of a Viking and the other of Liberty.

In the evening the famous pair will be the guests of a group of fliers at a dinner at the "Fo'castle," in Marblehead. Wednesday morning they will take off for Springfield.

It is expected that Rear Admiral Richard E. Byrd will attend the noon luncheon and later escort Post and Gatty over his polar ship, which is tied up at the foot of Summer street, South Boston. Admiral Byrd, weather permitting, will be brought from his summer home in Maine by special airplane.

AMERICAN 7/20/31
\$6911 GARRETT
BOND TO CITY

The controversy between city and county officials over the \$7011.80 check for the defaulted bonds of Oliver B. Garrett was settled amicably today, according to an announcement by Mayor Curley.

The district attorney's office deducted \$100.30 for fees of deputy sheriffs who served writs in the Garrett case, and the remainder, \$6911.50, was handed the city collector and by him deposited with the city treasurer.

The original check was drawn by Leopold Manfredonia of East Boston, Garrett's bondsman, who was sued by Dist. Atty. Foley as a result of Garrett's default.

The sheriff's office wanted to deduct \$100.30 in fees, but the city treasurer refused to accept the check under those conditions.

Mayor Curley said the agreement was reached at a conference between Corp. Counsel Samuel Silverman and Dist. Atty. Foley. He explained the original check was deposited by the district attorney's office with the sheriff of Suffolk County on account of the Garrett bail bond. After the deduction had been made a check for the remainder was deposited with the city collector, together with a certificate stating the nature of the expenses. Check and certificates then were turned over to the city

WILL WELCOME POST AND GATTY

Jordan-Traveler League Members to Play Important Part

Members of the Jordan-Traveler Junior Aviation League, through the courtesy of Maj. Paul Hines of the Crosscup-Pishon post, A. L., have been invited to play a conspicuous part in the official welcoming to Boston of the famous round-the-world fliers, Wiley Post and Harold Gatty, when they arrive here tomorrow.

The Jordan-Traveler Cadets will present the two famous airmen with model airplanes designed and built by league members when the fliers are presented to the children of Boston from the Parkman bandstand on the Boston Common. In addition, a special section has been reserved on the Common for all league members and their friends.

Maj. Hines plans to make this welcome one of the greatest ever accorded visiting airmen and believes that it will even surpass the welcome given to the army fliers when they visited Boston last May.

The Junior Aviation League also played an important roll in this great civic event and was the official body guard of the pilots as they paraded from Haymarket square to the Parkman bandstand.

The planes which will be presented to the fliers will be a flying model of a Curtiss scout ship and scale model of the Texaco 13. Capt. Willis C. Brown, instructor of the league, and members of the flying squadron will make the official presentation, which is scheduled to take place at 3 P. M.

May Query "Russian Consul" on Listing

Report Is That Hultman Is Interested in Headquarters as Conry's "Foreign" Office

By Richard D. Grant

Whether Traffic Commissioner Joseph A. Conry has a legal right to use the office and telephone assigned to him at police headquarters as head of the traffic commission for the transaction of his private business as consul for Russia in Boston, is an interesting question which Police Commissioner Eugene C. Hultman may lay before the attorney general's department, according to a report at the State House today.

Acting Attorney General Roger Clapp, Mr. Warner's first assistant, said that it is doubtful whether the department has any authority to advise Mr. Hultman in the matter, as the questions on which it is authorized to pass, in connection with the Boston police department, are exceeding limited.

According to the most recent issue of the telephone directory, Mr. Conry is listed among the foreign consuls in this city as representing Russia at 154 Berkeley, which is the address of the new police headquarters building, which houses also the office of the traffic commission. The telephone number given is the same as that of the commission.

Speculation therefore centered about the duties, which Mr. Conry might have to perform as the local representative of a government which is not officially recognized by the United States Department of State. Mr. Conry formerly acted as consul here for the Imperial Russian Government, which went out of existence with the Bolshevik uprising and up to the time Mr. Conry was made traffic commissioner by Mayor Curley, the office of the Russian consul was listed as 1 Beacon street.

Governor Ely, in his first newspaper conference in ten days, with the State reporters this morning said that he had not given the Conry-Hultman controversy any serious thought. "I have, not been back long enough," the Governor said.

AMERICAN 7/21/31

CONRY REPLIES TO AMERICAN EDITORIAL

The Evening American today received a letter from Traffic Commissioner Joseph A. Conry in reply to an editorial in this newspaper yesterday.

The letter follows:
Commissioner Conry's statement

"To the Editor of the American:

"Dear Sir:—

"An editorial in the American last night bears the caption: 'What's Behind the Move "To get" Mr. Hultman?"

"It opens with a sinister suggestion of a freak alliance, 'out to get Police Commissioner Hultman.' No knowledge of such a purpose exists in this vicinity.

"It has been my honor to have reasonably intimate association with Honorable William Randolph Hearst and because of some of my foreign connections, I appreciate the inestimable value of the services which he has rendered to the American public.

"It has been my fortune in other years to have contributed articles to the Boston American, many of which, I am happy to say, met the attention of Mr. Hearst.

"On the occasion of his visit to Boston last year as a guest of our city, it was my pleasure to be his personal escort. Therefore, whatever appears in his paper warrants my immediate and earnest attention.

"Reference is made in the American to a one-man debate. The record shows Mr. Hultman always the offender and the leader in public attack.

"Prudence, rather than desire, probably determined the length of his attack, yet it is a fact that he was always first in the distasteful work. It is equally true he has been first in getting his friends to arrange a surrender.

"Omitting vague generalities and citing specific cases, does the American approve of the recently exposed custom of permitting cars to be tagged 22 times without further action? Does the American approve of the police commissioner's direct and open opposition to the wishes of the business men of the city in placing obstructions before store windows, refusing the advice and complaints of business organizations thusly affected?

"Does the American approve of the monumental obstructions recently placed on Franklin st. by the police commissioner in opposition to the protests of Mayor Curley?

"Does the American approve of the flippant boast of the police commissioner, who, when he learned of Mayor Curley's opposition, ejaculated: 'I know the law.' He didn't know the law when the Supreme Court threw him out on the matter of re-appointment of men in his own department. His whole conduct of his department indicates an infinitesimal knowledge of law.

"I cannot take advantage of the privilege to answer an editorial by giving you two columns of detail. You are invited to take editorial notice of the fact that the police commissioner publicly confessed in the mayor's office his inability to enforce the law.

"Are you not willing to accept his confession as an admission of his incapacity to handle the department?

"I concur with every syllable in your suggestion that reforms and improvements are best brought about by earnest effort and co-operation by proper executives.

"This is just exactly what the police commissioner will not do. He is incapable of co-operation. We have implored him to co-operate with the traffic commission and he flaunts every effort at conciliatory conduct.

"His first outburst was an utterly uncalled-for and imprudent attack upon the traffic commission. He now asks for a 'moratorium.'

"Having been properly chastened by unexpected disclosures, he now tempers his 'gale of laughter,' his 'loud guffaw,' and 'hearty laugh' unto a subdued appeal for a soft requiem. R. I. P.

"Yours very truly,
(Signed) Joseph A. Conry."

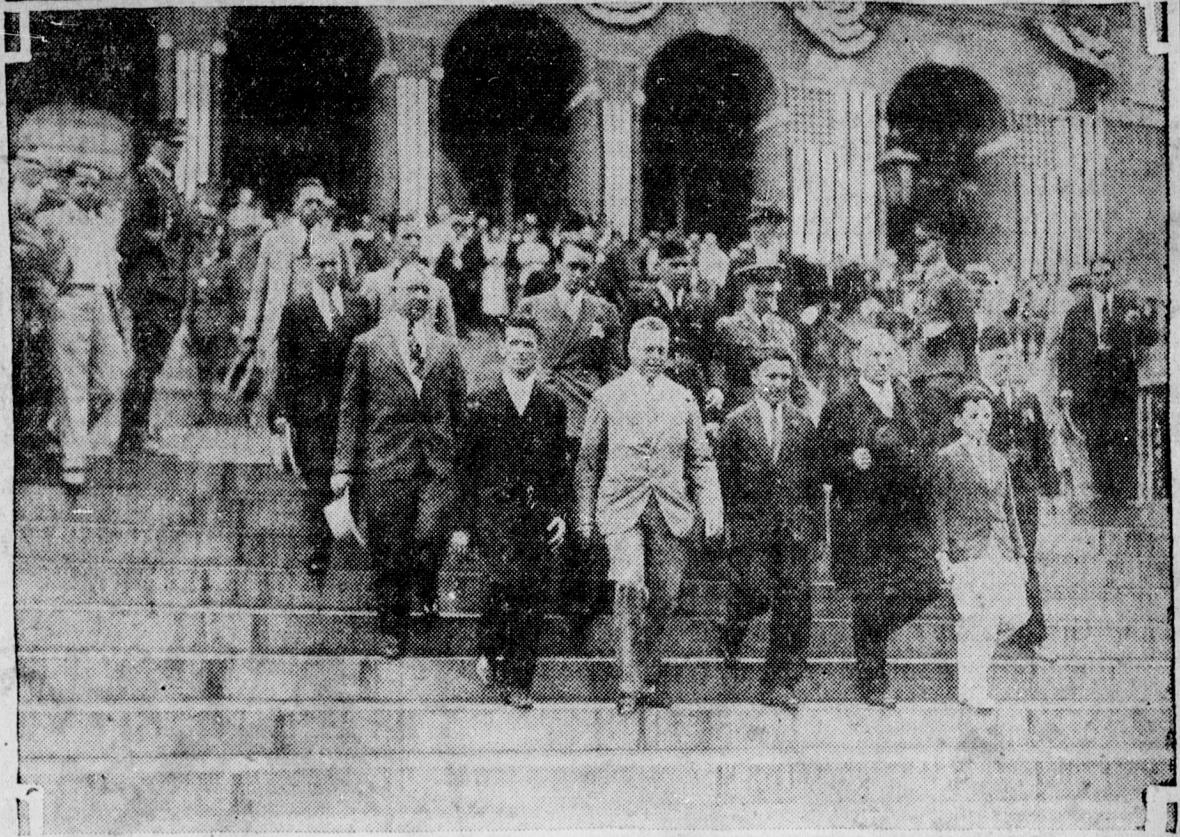
No Personalities in American Editorial

(EDITOR'S NOTE—As stated in the editorial under discussion by Mr. Conry, the Evening American is not interested in any personal dispute between the traffic and police commissioners. This newspaper insists upon an honest and efficient police department. It believes that personal bickering through the newspapers are destroying the morale of the police department. It suggests that traffic and police problems are best solved through sane consideration by department executives. It does not believe that personal abuse ever solved any problem. If there are faults in the department they certainly should be corrected. It is doubtful if Commissioner Hultman believes he has been able to bring about a perfect department from the chaos of a year ago. And we believe he would welcome help and an occasional encouraging word from Mr. Conry in his efforts to achieve a better department.

Finally, we do not believe that Mr. Conry can bring himself to believe the police department is being helped by exchange of personal abuse in the newspapers. (Mr. Conry has contributed greatly, over a period of years, to the welfare of Boston. That we cannot see eye to eye with him in this instance, in the continuance of the publicized controversy with Mr. Hultman, is a matter of personal regret. The battle of words is his by a ratio of at least 100 to 1. Isn't it time that real business be done, and in the conference room? Editor, the Boston Evening American.)

TRAVELER 7/21/31

Visiting Airmen Leaving State House



The world fliers, Wiley Post and Harold Gatty, are escorted down the steps of the State House after their reception by Gov. Ely today. Left to right, the group includes Gatty, Gov. Ely, Post, Mayor Curley and George Curley, the mayor's son.

TRANSCRIPT 7/21/31

Fliers Greeted at State House by Ely

"I was thrilled by your performance. I heard your landing on the radio. If I were sure you fellows were going to fly the plane I'd go around the world myself. It was a wonderful performance." Such was the comment of Governor Joseph B. Ely when Post and Gatty visited the chief executive at the State House.

The fliers, escorted by Mayor Curley and his son, George, preceded by a band, arrived at the State House at 11.45 o'clock, well ahead of schedule. They marched into the Hall of Flags through a lane of State police and were escorted to the governor's office by the mayor, who then introduced them to the governor. In conversing with Governor Ely, Post declared that it was his first visit to Boston and he was anticipating a dish of Boston beans at the luncheon to be given them at the Hotel Bradford at one o'clock. Post said that their next stop is Springfield and that he had visited Springfield before. Gatty acknowledged the governor's greetings, and then allowed Post to do the talking.

The mayor asked the governor what his plans were and the chief executive declared that he would attend the luncheon, but doubted his ability to be able to be at the reception at the Parkman Bandstand.

Meanwhile, word had spread throughout the State House that the aviators had arrived ahead of schedule and the clerks and office workers lined Doric Hall and the State House steps to catch a glimpse of the men as Governor Ely escorted them to the State House steps. The crowd outside the State House had increased to about 1500 persons and there was loud applause. The governor walked with them to their car and again expressed his pleasure at their visit.

The front of the State House was decorated with bunting and American flags. A detail of fifty members of the State police patrol, under Captain Charles T. Beaupre, executive officer, were on duty.

Cont'd

World Girdlers Welcomed at City Hall



Wiley Post, left, and his navigator, Harold Gatty, are greeted on the steps of Boston City Hall by Mayor Curley. They reached City Hall after a triumphal procession through East Boston, Chelsea and downtown streets.

A sizeable crowd stood in front of the State House and the paraders who had been left standing in front of City Hall pulled up before the state building.

The party, including the mayor, but unaccompanied by the Governor, got into the machines and started away.

Plans were again changed and of those who had crowded along School street all were disappointed, for the cavalcade proceeded along Beacon street and up Joy street to Mount Vernon, thence under the State House passageway to Bowdoin street and to Beacon street and back to School street.

IN FINANCIAL DISTRICT

From there on the original parade plans were carried out, and through the crowds in the financial district the cars passed, under the bombardment of confetti, ticker tape and paper along Water, Devonshire, Franklin, Washington and Bromfield streets to Tremont and Stuart streets to the Hotel Statler.

In the Statler, where Post and Gatty made their headquarters during their brief stay in the city, members of the National Hotel Men's Association cheered the fliers and there was a hearty round of applause from the members of the National Fraternal Society of the

Deaf. Both organizations are in convention at the hotel.

As the fliers, after cooling shower baths and changes into fresh and lighter clothing, left the hotel for the luncheon at the Hotel Bradford, Gatty handed to Mrs. Paul Ledowsky of Buffalo, one of the members of the Fraternal Society of the Deaf, a large bouquet of flowers.

The luncheon was given in their honor by the Crosscup-Pishon post and Comdr. Paul H. Hines presided. Gov. Ely, Mayor Curley and Mayor Whalen of Chelsea were present. The latter, who missed the fliers in his home city, joined them in Boston.

Following the luncheon the fliers were taken to the Parkman bandstand on the Common for the reception by Boston's children. There Mayor Curley presented them with statuettes of "Viking" and "Liberty" and model airplanes were given to them by members of the Jordan Traveler Junior Aviation League.

A historic tour of the city and a visit to Rear Admiral Byrd's polar ship, New York, at South Boston followed. Tonight, following dinner, Post and Gatty will attend the concert on the Esplanade.

LAUDED BY ELY, CURLEY

Airmen Cheered and Showered with Con- fetti During Street Parade

By FRED MURKLAND

Wiley Post and Harold Gatty, those "two fellows who went around the world in a hurry," were paid tribute by thousands of Greater Bostonians today.

ARRIVE IN FAMOUS PLANE

In the Winnie Mae, the white mono-plane which carried them in their record-breaking flight around the globe, the two daring men of the air roared through a hazy and treacherous sky from Walden, N. Y., to receive the plaudits of Boston folk who gathered in the streets to view the two who have written in the book of air history a new and lasting page.

Downtown Boston was thronged by crowds of men, women and children, who turned out to bid welcome to the pair.

The usual heroes' greeting was extended from the windows of the buildings in the business district when the paper shower fluttered down on Post and Gatty riding in an open automobile.

The two men who circumnavigated the earth in 8 days, 15 hours and 51 minutes came to be paid homage by two cities and the state.

Boston, Chelsea and the state bid them welcome, and they plunged into a round of activity to end tonight.

The Winnie-Mae, unescorted, took off from Walden at 9:20 this morning. An hour and 11 minutes later she swooped down at the airport in East Boston with Post at the controls. A perfect landing far down the field, and Motorcycle Officer Daniel Eldredge, Boston's only flying license holding policeman, directed the Winnie Mae as she taxied up to a point in front of the administration building.

WELCOMED AT AIRPORT

Gatty was the first to step from the famous ship. There was no one there to meet him and he stood, apparently confused until joined by Post. The fliers waited for a moment and Officer Eldredge stepped forward to introduce Capt. Albert L. Edson, superintendent

of the field, who appeared at that moment, and Harry Copland, manager of an air corporation on the field.

Special Officers Paul Crowley and William Condon of the bureau of criminal investigation, detailed to act as bodyguards for the fliers, introduced themselves.

A few minutes later, Stanton White, director of public celebrations of the city, appeared and received Post and Gatty.

Meanwhile, along the iron picket fence in front of the administration building, several hundred persons craned their necks for a glimpse of the fliers. A police detail of 100 men in charge of Lt. William J. Hyland stood in close order at the fence and made a lane for the airmen and the official party when it came off the field, passing through the building.

Post explained that they had taken off from Walden ahead of time because of a heavy fog which was rapidly becoming almost impenetrable along the route. Even with the early start the Winnie Mae sailed just above trees in many places.

Two formations of planes, including three army and as many navy planes, flew from the airport as Post and Gatty started from the place. A few moments after their informal reception the two started for the administration building. They got as far as the bandstand, occupied by 10 pieces of the 101st infantry band, led by James J. Coughlin. Post mounted the steps and stood with the members of the band. He soon realized his mistake, and laughingly rejoined the party.

PARADE STARTS

Baggage was taken from the Winnie Mae after she had been tucked into a hangar and the fliers walked through the administration building and got into automobiles drawn up at the curbing.

Seated in an open touring car with the top down Post and Gatty made themselves comfortable and the parade to the city proper and the waiting crowds was underway.

Roland Baker, chairman of the aviation committee of the Crosscup-Pishon post of the American Legion, sat between the two and with Special Officers Crowley and Condon standing on the running boards of the machine the cavalcade moved into Maverick street.

The crowd was sparse in East Boston and a sudden and unexpected change was made in the parade route when the line of cars, instead of making a right turn into Chelsea street, turned up Meridian street and headed straight for Chelsea.

Hundreds were grouped along Chelsea street and in Day square, East Boston, waiting for the fliers to pass. They were disappointed. Mayor Whalen of Chelsea, Chief of Police Finn of Chelsea and the official party of that city were waiting at the Chelsea street bridge for the party to arrive. It had been planned that Mayor Whalen was to welcome them to Chelsea and then escort them along Central avenue and Park street to Chelsea square.

CHELSEA PRESENTATIONS

At Chelsea square they were to have joined the two young sons of Mayor Whalen for presentation of bouquets to the fliers by the children.

Mayor Whalen and his party were left waiting at the bridge. The parade, led by motorcycle police, moved over the Meridian street bridge into Chelsea and then turned left into Williams street and proceeded into Chelsea square.

About 1000 persons were gathered in front of the police station and courthouse building in the square. There was a round of applause as the cars halted. Those in charge of the party asked for Mayor Whalen, and when informed that he was not present con-

tinued with the ceremonies without the city head present.

Sergt. Walter Barden of the Chelsea police held the Whalen children, John J., 5, and Frederick A., 4, in his arms as they extended their bouquets to the fliers. Post took from little Frederick an enormous bunch of roses and handed them to Gatty. The floral tribute extended to him by John, Jr., he held in his arms.

CHEERED IN HUB STREETS

The motor parade circled Chelsea square, and, doubling back on Broadway, headed over the Charlestown bridge into Charlestown. Several hundred applauding men, women and children were gathered in City square as Post and Gatty swung under the Elevated structure and moved along Washington street north into the city proper.

In Haymarket square groups stood at the curbstones applauding. The applause grew louder and the crowd denser as the fliers were borne through Adams square and into Devonshire street.

Here office workers clung to window ledges to gain a view of the famous airmen and there were shouts of tribute as the open machine swung into State street, crossed Washington and headed up Court street toward Scollay square.

At Scollay square the line headed into Tremont street and with sirens blowing and horns roaring the fliers were carried to School street and then to City Hall to receive the official welcome of the city from Mayor Curley.

CITY HALL WELCOME

Buildings looking down on the entrance to City Hall were speckled with office-workers peering from windows, and the street and sidewalk were jammed. The entire length of School street, from Tremont to Washington street, was filled.

Post and Gatty were escorted to Mayor Curley's office, where they were welcomed and then signed the mayor's guest book.

The city head suggested that because of the heat it would be cooler for the party to walk to the State House to meet Gov. Ely. There was silence and it was taken for granted that all were agreeable so Mayor Curley led the party from the building and with a hand leading them the group walked up School street and into Tremont street.

Meanwhile, thousands filled the financial district. The crowds at the lower end of School street were astonished when the party marched away from them. It appeared that they were to miss a glimpse of the famous pilot and as famous navigator.

A shower of scrap paper fell from the Waterman building and the group walked out of sight. Mayor Curley, with Post and Gatty, theri worn clothing in sharp contrast to the mayor's frock coat and tall hat, walked along Tremont street to Park street and up the hill to the State House.

The fliers arrived at the State House one hour ahead of schedule. They were greeted by the Governor in his private office at 11:45. The Governor said:

"I was thrilled by your performance. I heard your landing over the radio. If I was sure you fellows were to fly the plane, I'd go around the world myself. It was a wonderful performance."

Gov. Ely then presented each with a gold state seal. The Governor was accompanied by Maj. Edward J. Sampson of his staff, in uniform. The corridors and passageway under the State House were filled with state police.

The mayor introduced the fliers to the Governor. Post, doing most of the talking, said this was his first visit to Boston and he looked forward to having a plate of the famous Boston baked beans at the Bradford Hotel luncheon.

Conte

Parade for Fliers Going Past State House



Riding on the lowered top of a large touring car, Wiley Post, right, and Harold Gatty pass the State House during their reception here. Between them, Mayor Curley is seated, while the excited countenance of the mayor's young son, George Curley, can be seen under his father's hat. Supt. of Police Crowley is standing at the extreme left.

TRAVELLER. 7/21/31

Post, Gatty Reach Boston in Winnie Mae

Globe-Girdling Aviators Make Fast Flight Through Murk from New York

Uproariously Greeted

Arrived So Quickly, Airplane Escort Had No Time to Take Off and Meet Them

Wiley Post and Harold Gatty, intrepid round-the-world flyers, today gave a demonstration of their epochal trip when they flew from Walden, N. Y., to keep their Boston engagement, in such remarkably fast time, under poor weather conditions that they had landed at the East Boston Airport before the group of military planes which was to have escorted them into the Airport had time to get off the ground.

Leaving Walden at 9.30 o'clock, they were compelled to swing south of the Berkshires as that mountain range was shrouded in a cloak of fog. Down over the hill country their speedy Lockheed monoplane roared and in exactly one hour and eleven minutes it had been set down on the north-south runway of the Boston Airport. The average speed was in excess of 175 miles an hour. On the entire trip murky skies and poor visibility prevailed.

The crowd had begun to gather before Airport employees put in their appearance. When the Winnie Mae rode cautiously out of the west, Post, who was at the controls, made two circuits of the field, then headed southwest to skirt the city. Five minutes later the plane had climbed to 1500 feet.

Post killed his speed by gliding over Winthrop and coasted down through the haze to a perfect landing. Meanwhile, a cordon of 110 policemen, under command of Sergeant Frank E. Gilman of the East Boston division, had formed a line which held back the crowd. By the time the

Winnie Mae had "taxied" to the Administration Building, two motorcycle officers had sped to that point to keep back any of the curious who might have broken away from the police cordon. The motorcycle men escorted the globe-girdling plane to the gun line.

Cheers Drown Band Music

Shortly after the steel blades of the propeller had stopped turning, Post and Gatty stepped out to the cheers of the several hundred persons who had gathered to greet them. Music by the 101st Infantry Veterans' Band of Boston blared, only to be drowned out by the

thunder. Captain Albert L. Edson was the first to greet the famous pair when they had finished posing for the many photographers. T. D. Sullivan, representing the National Broadcasting Company, also had made the flight from Walden. Lieutenant Joseph A. Wilson and Lieutenant Glenn Salsbury were introduced to the flyers and Lieutenant Wilson expressed regret that they had made such a fast flight to Boston as a formation of military flyers was to have been sent up to greet them but did not have time to take to the air before the visitors arrived.

Stanton R. White, representing Mayor Curley, escorted the flyers to the Curtiss-Wright hangar to supervise the packing of their luggage into a special car. Harry D. Copeland, assigned a corps of mechanics to service the Winnie Mae while it is here. It was wheeled into a hangar, doors of which were closed to keep out the spectators who desired to crowd about the plane. This hangar already has housed many notable planes, including the Question Mark.

The party then proceeded to the Administration Building, headed by Paul Crowley, who has been assigned as a special police guard to the flyers.

The crowd had been gradually increasing as the automobile parade was being formed. Ten cars driven by members of the Crosscup-Pishon Post, American Legion, made up the cavalcade. Park Commissioner William P. Long headed the line, which was escorted by six motorcycle policemen. Roland H. Baker, aviation officer of the Crosscup-Pishon Post, sat between Post and Gatty, in the second car. F. T. Kendall, Lyman Arms, Walter E. Myers, Paul Wheeler, Frank Sampson and Harland Reyeroft, drove cars which bore press representatives and reception officials.

Greeting in Chelsea

Because the route through Chelsea was changed, either through error or for some other reason, several thousand residents of that city were disappointed, the group including Mayor John J. Whalen, who had planned to extend to the distinguished airmen the greetings of the city.

This throng had gathered on Central and Park streets but instead of traversing those thoroughfares the automobiles bearing the visitors and their escort went over Meridian street and Williams street, to Chelsea square, where several hundred people mostly women and children, were gathered. Mayor Whalen's sons, John J. Whalen, Jr., and Frederick A. Whalen, were at that point and presented Post and Gatty with bouquets. City Hall was closed from eleven o'clock until noon and the flyers passed through the city about 11.15.

From Chelsea, the route was through Charlestown to City Hall in Boston. For half an hour prior to their arrival at that point several hundred persons milled about the roped-off area of sidewalk on School street, while many more were packed inside the gates and up to the entrance.

The party arrived at the City Hall gates at exactly 11.30. Amidst thunderous cheers and veritable shower of confetti and bits of paper thrown from offices in buildings in that vicinity, the guests entered City Hall, where Mayor Curley, heading a reception committee, awaited them.

Following exchanges of greetings, the Mayor welcomed Post and Gatty and then invited them to "play mayor." As Gatty seated himself the mayor said: "You may do anything you please except discharge workers." After Post also had signed the visitors book, newspaper photographers were "given the floor."

At the suggestion of Mayor Curley "to form a parade of our own," the party left the executive offices and, after posing for camera men, a party composed of city officials and George Curley, nine-year-old son of the mayor, started on foot for the next visit at the State House.

Parade to Hotel Bradford

After leaving the capitol, Mayor Curley took his position between the flyers and the automobiles proceeded down Beacon and Schools streets to Washington street, through Water street to Devonshire, to Franklin, Washington, Bromfield and Tremont streets to halt before the Hotel Bradford. There a quick decision was made and the airmen took ad-

Post and Gatty Brief Before Hotel Men

WHILE the delegates to the American Hotel Association Convention were eating luncheon at the Hotel Bradford this noon, Manager L. C. Pryor came into the dining-room with Wiley Post and Harold Gatty, World flyers, accompanied by Mayor Curley. The mayor introduced the flyers and then there was silence as the crowd waited for them to speak. Post remarked: "I was imagining a hotel in Siberia." The crowd howled.

Then came Gatty's turn. "I never knew there were so many hotel men in the world," he remarked. The flyers then departed amid cheers.

advantage of a few spare moments to take a shower bath.

Hundreds of office workers, the majority young girls cheered the pair along the route. More than 100 deaf mutes who are in Boston for the national convention of an organization of their own signalled their approval with fingers and hands, while many of those attending the hotel convention also cheered the distinguished guests.

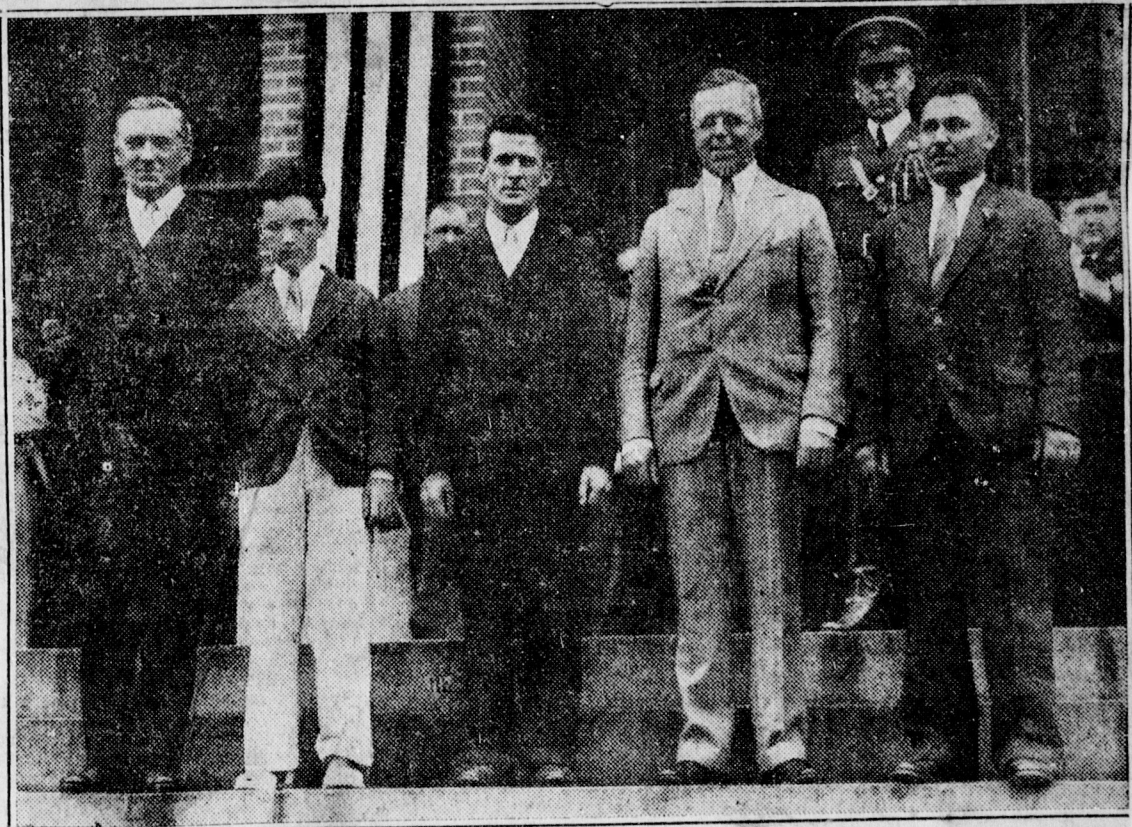
The men of Boston's hour, Wiley Post and Harold Gatty, heard their names lifted to the skies at a luncheon given by the Crosscup-Pishon Post, American Legion, at the Hotel Bradford, this noon. Although already rushed by a strenuous series of receptions after their arrival in the Winnie Mae, Post and Gatty were refreshed at the Hotel Statler by a shower and a change of clothes before attending the luncheon. Post wore a white flannel suit, as he stepped from the elevator in the ballroom. Gatty was attired in a light brown tweed suit. The several hundred Legionnaires and guests rose and cheered the flyers as they took their places at the head of the table. Major Paul Hines, commander of the post, introduced the guests to more cheers and accolades. L. C. Pryor, manager of the Bradford, stole the flyers away from the luncheon, together with Mayor Curley, to visit the American Hotelmen's Association convention on the floor below.

Sitting at the head table were Francis P. Kendall, Henry C. Everett, Jr., City Treasurer Edward Dolan, the mayor's secretary, Cornelius Reardon, Captain Robert Fogg, W. L. McMenimen, Lieutenant Commander R. O. Davidson, Roland H. Baker, Rear Admiral Louis M. Nulton, commandant of the Navy Yard; Mayor Curley, Commander Richard Paul of the State department of the American Legion, Colonel Rush B. Lincoln, Captain Albert L. Edson, superintendent of the airport; Lieutenant Robert L. O'Brien, State inspector of airports, and Harry D. Copeland.

Conte

GLOBE 7/21/31

WORLD FLYERS AND WELCOMERS ON STEPS OF THE STATE HOUSE



LEFT TO RIGHT—MAYOR CURLEY, GEORGE CURLEY, HAROLD GATTY, GOV ELY AND WILEY POST

do anything but discharge help or reduce His Honor's salary.

The two flyers spoke only a few words. It was Alphonse and Gaston as to which should be the first Acting Mayor, but finally both overcame their bashfulness and sat in the Mayor's chair, while His Honor and the Mayor's little son looked on, surrounded by a battery of cameramen, reporters and Legionaires of Grosscup Pishon Post.

The little straggling march to the State House then took place. And was it hot?

Gov Ely's Remarks to Pair

At the State House some 50 State police were on hand to handle the crowds. All the clerks in the building crowded to the windows to see the guests. Gov Ely, who had just returned from Pennsylvania, shook hands with the two visitors and told them he heard them land by way of radio. More pictures on the steps.

"I was thrilled by your performance," said the Governor. "If I was sure that you fellows were going to fly the plane I'd go around the world myself. It was a wonderful performance."

Gov Ely presented Post and Gatty gold pins bearing the State seal.

When all picture taking was concluded out on the street in front of the State House, the Governor started back up the steps with his staff. Mayor Curley invited His Excellency to ride with him and the flyers on the latest parade route.

"Thank you," said the Governor, "but I don't think I will."

The Governor walked up the steps and the Mayor climbed up onto the back seat.

On Water st, in the final parade, ice cream venders again ran alongside the flyers' car and the Mayor treated, buying chocolate frozen delights, mounted on lollypop sticks, which the two flyers sucked on with relish as they received the plaudits of the crowd.

From the Statler the flyers, after a shower, went to the Bradford to be the guests of Crosscup-Pishon Post at luncheon, and after the luncheon, to the Parkman Bandstand, where the Mayor presented statuettes to the two men in behalf of the city of Boston. Tonight they will attend the Esplanade concert and leave for Springfield in the morning.

CURLEY PORTRAIT IN CITY HOSPITAL

Hung in New Building of Administration

A portrait in oils of Mayor James M. Curley, seated at his desk in his Jamaicaaway home, was sung today with fitting ceremonies in the new administration building at the Boston City Hospital.

It is the work of Ernest de Nagy, former painter to the Hungarian court.

Mr de Nagy painted two portraits of the Mayor. Sittings for the first painting were in Mayor Curley's office in City Hall. It was a head and shoulders and is at present in the Mayor's office.

POST AND GATTY BOSTON VISITORS

Program Proves "Comedy of Errors"

The Bard of Avon's "Comedy of Errors" could not have been more comic nor more erroneous than Boston's reception to Wiley Post and Harold Gatty, the world-girdling flyers, today.

No one was on hand to welcome the two record-breaking aviators when they swooped down on the East Boston Airport 20 minutes ahead of schedule today in their white monoplane, the Winnie Mae.

Parade routes not conforming in any respect to the scheduled ones took the visitors in the most unexpected and devious ways through East Boston, Chelsea and Boston proper.

Mayor John J. Whalen of Chelsea, like Horatius, was left guarding the Chelsea Bridge. He didn't even see the visitors in his domain, as chauffeurs chose a different route.

Thousands Disappointed

Thousands were disappointed in downtown Boston, when Mayor Curley decided at the last moment to change the downtown route. Instead of going from City Hall via automobile down School, Washington, Water, Devonshire, Franklin, Washington, Bromfield, Tremont, Park and Beacon sts to the State House, Mayor Curley decided "it will be cooler walking."

He took his band, turned in the opposite direction from City Hall, and in a parade composed of persons who had gathered, reporters, what police officers were able to get their cycles turned about and a musical organization, His Honor, in silk topper, strode up by the Parker House. Traffic was blocked off. With the flyers at his side and his son, George, aged 9, walking with him, the Mayor doffed his tile to the crowd that quickly collected, and marched up Tremont and Park sts to the State House.

The Mayor didn't leave his band at the foot of the long stone flight to the State House, but directed them to march into the State House, where they trumpeted the arrival to the executive offices.

The perspiration was rolling from the Mayor's brow and the flyers were whispering that a cold shower at their hotel would suit them better than official felicitations. The Mayor introduced them to Gov Ely.

Obeys Call of the Lens

And then another error was discovered. To record for posterity in celluloid and sound the arrival of the flyers the movie men had taken stands on the scheduled parade route. No parade came through and they raced with their trucks to Beacon st. When Gov Ely appeared on the front stairs with the flyers and the Mayor to bid them goodbye, there were shouts from the tops of movie trucks.

"Come down, here," the camera men shouted.

And, obedient to the call of the lens, officialdom marched down the long flight.

"Right over here," was the order of the movie operator, who couldn't get his truck within 100 yards of the entrance to the State House. And they all marched to the ordained spot.

And then to the accompaniment of the band and cheers, led by the veteran movie operator, Dick Sears, the assembled populace registered their plaudits for the reels again.

Another Route Devised

About this stage in the proceedings official Boston was acquainted with the fact that only about 10,000 persons were waiting on the parade route for the flyers. So another route was devised.

The automobiles had by this time circled around, empty, over the fixed route. "Where are the flyers?" spectators called.

A route was prepared offhand which took the cavalcade of cars down Beacon, up the steep Joy-st incline, which was negotiated successfully, with the exception of one motorcycle officer, driving "M21," who was knocked off his bike. Then along Mt Vernon st, under the State House, the cars went. An ice cream vendor obligingly donated two chocolate-covered dainties to the sweltering flyers at this point and their smiles were his reward.

Mayor Curley found a seat on the turned down top of the visitors' car, seated between Post and Gatty. The parade then selected Bowdoin st and Beacon st and went down the hill past City Hall again to the tune of "Tammany," and over the originally scheduled route, just about an hour after the time set.

True, most of the spectators had departed for noonday meals, but the sounds of the horns like the tunes of the Pied Piper of Hamelin brought them scurrying out of office buildings. A phone book was torn to shreds and scattered from one building. And finally the cars reached the Statler, where Post and Gatty, after experiencing more humidity in a few hours than they did on an eight days' flight around the world, most of it over water, headed for the cold showers. Their light Summer suits were curling up their backs after the morning and their brows were feverish.

A Day of Surprises

No matter where they go from here they had at least enjoyed a novel greeting in Boston and it was a day of "surprise, surprise," for several more thousands who never anticipated the air heros would be driving by their front doors.

It was explained by Walter E. Myers, local National Broadcasting Company representative, whose company received \$1500 for their appearance here, that the flyers pulled off the ground at Schenectady this morning ahead of time because of a fog that was closing in. Timothy D. Sullivan, National Broadcasting Company flying representative, was with them. He was supposed to have kept the Winnie Mae up in the air until the dot of 11, but watches or plans went askew and the white plane dropped down at 10:40 on the airport.

Several hundred children and a few grownups were there—and the police. No signs of official Boston. Motorcycle officer Danny Eldridge went out on the field and led the Winnie Mae to a spot in front of the Administration Building. Still no signs of official Boston.

The flyers got out of their cockpit and looked around rather helplessly. No one there to say "Hello" or "Glad to see you."

Onto Stand, Off Again

Finally special officer Paul Crowley did the honors. He and special officer William Condon were assigned as bodyguards for the day to Post and Gatty. Crowley stepped up, shook hands and introduced himself and Condon. Still no signs of officialdom.

Lieut Joseph A. Wilson, crack army flyer, in his best Sunday-go-to-meeting regalia, came into the little gathering of mechanics, reporters and camera men. He apologized for not having his scheduled air show of army and navy flyers in the air, but he hadn't expected the round-the-world men so soon.

And then Stanton White, director of public celebrations, put in an appearance. He was 15 minutes ahead of time, but too late to be on hand to say the first words of greeting. White extended the greetings of Boston for the Mayor, and the flyers posed for pictures while the 101st Infantry Band on a stand within the inclosure played "The Star Spangled Banner."

The flyers were then hoisted to the bandstand, but no one seemed to know why, so they were assisted down again. About this time Park Commissioner William P. Long and Supt of Police Michael H. Crowley reached the port and the greetings of Boston were again extended.

Ride With Santa Claus

The flyers got into their car. The fleet of press cars then proved to be missing, and Santa Claus had to provide transportation. Strange as that may sound, it's true. Walter E. Myers, who annually portrays Santa Claus on the air over WEEI, opened his doors to the press men, who were just about to start running. Some place in Chelsea the press car caught up with the car and Santa Claus emptied his bag of toys.

Only the Street Department could tell the route taken to Chelsea. At any event, Mayor Whalen, waiting at Chelsea Bridge with an escort of Chelsea officers, may still be there if his official family hasn't notified him the flyers have come and gone. The route got into Chelsea sq in some way, backwards. Mayor Whalen's two little boys, John and Frederick, were waiting with bouquets. Their father, the Mayor, was going to introduce them, but, of course, he couldn't know the flyers were there, so Sergt Barden of the Chelsea police stepped from his traffic role and did the honors of introduction and the little boys handed over two large bouquets.

Alphonse and Gaston Act

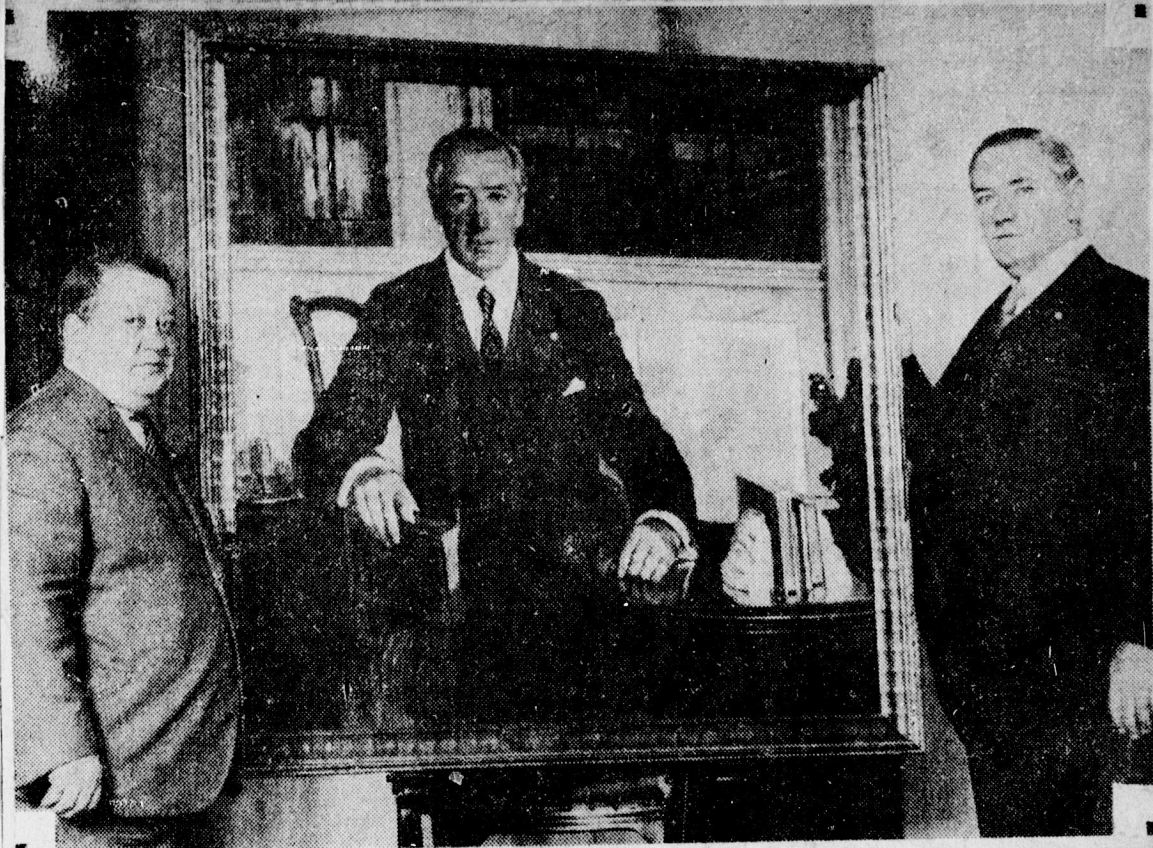
The Eastern Massachusetts Street Railway then took the lead in the parade. Motormen on the line were so busy watching the little ceremony in front of the police station that the road got blocked by trolleys. After some jockeying the parade got under way again.

At Adams sq in Boston the band was to meet the parade and lead it to City Hall. But there wasn't any band on hand. So the parade went on without it by Devonshire, State, Court, Tremont and School sts to City Hall. At the hall the flyers went to Mayor Curley's office, where he allowed them each to be Acting Mayor for a moment, with the proviso that they could

cont'd

AMERICAN 7/21/31

MAYOR PEEKS AT HIMSELF IN OILS



ERNEST DE NAGY

A painting of Mayor Curley by Ernest de Nagy, former artist to Hungarian royalty and now court painter at Luxembourg, was turned over to the mayor today. The painting is to

MAYOR CURLEY

hang in the administration building at the City Hospital. Here is the mayor, the artist and the painting posed for the Boston Evening American photographer.

MAYOR CURLEY GETS PAINTING

The portrait of Mayor Curley, painted by Ernest de Nagy, former artist to Hungarian royalty, was turned over to His Honor today in his office at City Hall.

The portrait shows the mayor seated at a desk in the library of his Jamaica way home, where it was painted. After accepting it, Mayor Curley arranged to have it sent to City Hospital where it will be hung in the administration building.

The artist who is now court painter at Luxembourg, has painted 2000 notables, including most of the crowned heads of Europe.

TRAVELER 7/21/31

ALL QUIET ON TRAFFIC FRONT

Hultman Merely Grins at Indictable Statement of Conry

The traffic controversy between Traffic Chairman Conry and Police Commissioner Hultman lay dormant today.

Chairman Conry was at Somerville, assisting in exercises in connection with the installation of a new traffic tower. He was escorted to the sister city by two Somerville motorcycle officers.

Commissioner Hultman was busy handling the details of the reception to Post and Gatty, the world fliers. He was silent when asked if there was any new development in the situation affecting himself and his associate on the traffic board.

Gov. Ely was asked today if he contemplated taking any steps in the controversy. "I have not given it thought," he said. "I haven't been back in town long enough."

State House attaches who noticed Mayor Curley in close conference with the Governor, during the reception of Post and Gatty at the State House, guessed that the mayor was sounding out the chief executive on the Conry-Hultman matter, but it got no further than a guess.

The police head is "sitting tight." He grins now and then when the last attack of the traffic chairman is mentioned but that is all.

A joker took a hand in the situation today. Chairman Conry early in the day made public a telegram he had received, reading:

"Hultman in Portland without your permission to leave the city."

The traffic chairman showed the telegram but not for close inspection except as to the contents. The name of the sender was not allowed to be seen.

And all the while the police head was in his office at headquarters. So far as he knows he has not been in Portland since he became connected with the police department.

Cont.

AMERICAN, 7/21/31

WILEY POST

HAROLD GATTY

MAYOR CURLEY



Air Corps, gave the famous pair an informal welcome, and Airport Supt. Albert L. Edson conducted them to the administration building.

There Maj. Paul Hines, commander of the Crosscup-Pishon Post, American Legion, was scheduled to deliver an official welcome, but the early arrival and a logey ferry prevented him from being on hand.

Park Commissioner William P. Long and Roland H. Baker, chairman of the Legion post's aviation committee, did the honors.

WALK UP TO STATE HOUSE

With a band in the lead, a cavalcade of 12 cars then bore the airmen and the greeters through Maverick and Central sqs., in East Boston, and into Chelsea sq., where Mayor John J. Whalen, accompanied by his two sons, voiced Chelsea's welcome.

The sons, John, Jr., five, and Fred, three, presented Post and Gatty with bouquets and about 1000 cheered.

FLYING MAYOR NOW

A world girdling flier, Harold Gatty, became temporary mayor of Boston today. Mayor Curley conferred the honor on Gatty when the fliers arrived at City Hall. Here he is greeting the hero

Baker, White and Sullivan rode in the car with the fliers, directly behind the band, and at Chelsea bridge a detail of City sq. station police met the group and provided escort through Charlestown and into the city proper.

The parade moved fast and was ahead of schedule and not as many spectators as were expected assembled along the route until the downtown district was reached. Through Haymarket and Adams sqs., Devonshire and School sts. the cavalcade proceeded to City Hall, where a crowd of about 1500 was assembled.

GATTY NAMED MAYOR

The fliers were escorted to the mayor's office, where they were warmly welcomed. They signed the guest book and Mayor Curley told

Gatty:

"You are now acting mayor. Do anything but discharge the help or reduce my wages."

The mayor called for his straw hat and suggested that it being so muggy the fliers might prefer to walk up to the State House instead of ride, and this suggestion they approved.

Regardless of the fact that thousands of persons were assembled on downtown streets through which the parade had been routed from City Hall to the State House, the fliers with Mayor Curley, about 100 officials and semi-officials and the band marched directly up School and Beacon sts. to Beacon Hill.

Their early arrival there found only about 500 assembled in Beacon st. and on the edge of the Common. Governor Ely chatted informally with the airmen, told them he was prepared to fly around the world if they would pilot and navigate and then presented them with gold state seal stickpins.

PARADE DOWNTOWN STREETS

Word of the disappointment of crowds downtown had by this time reached the officials. The automobiles were hastily reassembled and the parade program was picked up where it was broken off by the march from City Hall.

Post and Gatty rode on the tonneau of the third car in line with Mayor Curley between them and his son, George, in front.

The parade took a belated turn through Washington, Water, Devonshire, Franklin, Bromfield, Tremont and Park sts., and although many had become tired of waiting for it to pass, the noonday lunchers quickly assembled to make an excellent showing.

The airmen went to Hotel Statler for a brief rest before going to Hotel Bradford to attend luncheon as guests of the Crosscup-Pishon Post.

There were about 250 guests at the luncheon. At head table with Mayor Curley, Post and Gatty were: Rear Admiral Louis M. Nulton, Col. Rush B. Lincoln, "Dick" Paul, state commander, American Legion; Maj. Paul Hines, commander of the Crosscup-Pishon post and master of ceremonies; Harry D. Copland, Base Manager of the Curtiss-Wright Flying Service; Robert L. O'Brien, state supervisor of aviation; Capt. Edson, supt. of the Boston airport; Robert Foggs of the Norwood airport and New Hampshire, and Lorraine Defren, president of the Women's Wing and Prop.

STATUES TO FLIERS.

A concert at Parkman bandstand entertained a crowd until the arrival of the official group for a presentation of bronze statues, "Viking" and "Liberty," to the airmen by Mayor Curley.

An historical tour of the city, with a visit to Admiral Byrd's Antarctic ship, City of New York, followed. A dinner at Marblehead, a concert and reception on the Esplanade and attendance at the Garden wrestling bouts completed the program.



JUST HIKING ALONG MINUS THE BAND

High hat and all, Mayor Curley headed the world girdling airmen on foot along Tremont st., on the trip to City Hall. Post and Gatty

seized at the chance to stretch their legs, hence the hike with the mayor back to City Hall. (Staff photos.)

WORLD FLIERS GET WILD WELCOME

Gov. Ely and Mayor Curley Pay
Tribute to Skill of the
Record Airmen

Boston gave Wiley Post and Harold Gatty a somewhat mixed-up but no less cordial reception today.

The pair of almost diminutive

fliers who hurled the Winnie Mae around the world in eight days were enthusiastically paraded, dined and serenaded and although the scheduled program was rearranged there was no serious disruption.

Crowds cheered and threw paper, planes roared overhead, the band played "Tammany," Mayor Curley made Gatty temporary mayor and Governor Ely told both fliers he was prepared to fly around the globe with them. So all was right with the world, eventually.

LAND AHEAD OF TIME.

The mixup began when the Winnie Mae dropped out of a hazy sky onto the Boston airport at 10:45 o'clock this morning, 15 minutes ahead of schedule.

Post and Gatty took off early from Walden, N. Y., in order to avoid being fog bound and flew the 175 miles to the Hub in one hour and 11 minutes, scraping a low ceiling all the way.

Their early arrival caught the airport reception crowd flat-footed. There was only a small crowd on hand. As the Winnie Mae taxied to a stop, Post grinned out of the cabin window, glanced at his wrist watch and exclaimed:

"Hell, we've 15 minutes early."

"Never crab, except when you're late," replied the phlegmatic Gatty and the two "good little men" climbed out while the small crowd cheered.

They were accompanied by T. D. Sullivan of the National Broadcasting Company, which is directing their nation-wide triumphant tour.

The band played the "Star Spangled Banner" and a crowd of about 2500 who had expected to witness the arrival began to pour into the airport.

GREETED BY OFFICIALS

Stanton W. White extended Mayor Curley's greetings, Lieut. Joseph H. Wilson, commander of the Army

Post 7/21/31

GLOBE 7/21/31

FAMOUS FLIERS VISIT HUB TODAY

Post and Gatty, Who Flew 'Around
the World in Less Than Nine
Days, Will Be Feted by City



HERE TODAY

Photo shows Wiley Post (left) and Harold Gatty, famous round-the-world fliers, who will be guests of Boston today.

Wiley Post and Harold Gatty, famous 'round the world fliers, will arrive at the East Boston airport at 11 o'clock this morning. Fifteen minutes later they will proceed by automobile to Day square, East Boston, to Central avenue, Chelsea, to Park street, Chelsea, where Mayor John J. Whalen of that city will present bouquets.

CITY HALL GREETING

From there they will proceed to Chelsea square, to Broadway, to City square, Charlestown, to Adams square,

Boston, where a band will meet them and escort them to Devonshire, to State to Court, to Tremont, to School streets, to City Hall where they will be greeted by Mayor Curley.

URGES NEWSPAPER "ADS" FOR HOTELS

R. P. Brainard Reports to
Convention on Survey

Prohibition will not come before the annual convention of the American Hotel Association of the United States and Canada, opening today at the Hotel Statler, unless presented from the floor.

The prohibition question was side-tracked at a meeting of the prohibition committee, Walter Gregory, Chicago, chairman; Frank Duggan, New York; Arthur Race, Boston; Alfred S. Amer, New Orleans and N. J. Tewksbury, Washington State. After discussing the question it was voted to make no recommendation to the executive committee.

Newspaper advertising in the territory from which a hotel receives its largest following has been found the most effective in reaching the interested people and increasing the hotel bookings, according to a report given by Robert P. Brainard of Syracuse, before the special session of the publicity committee yesterday.

Mr Brainard has made a careful survey over a period of years. He followed the daily registrations at his hotel and gave his advertisements to the daily newspapers most closely connected with his listings.

He says that 85 percent of his Syracuse registrations are from New York State and 17 percent from New York city. He believes if men in hotels in other parts of the country will follow his plan of direct check-up between advertising and increased business they will learn that his plan is correct and his method of placement effective.

During the Summer his greatest increase is in business from outside the State and in Winter the business is greatest from inside the home State.

The registered delegates number 480, with hundreds of other members of the association and their families also in attendance.

The opening meeting will be held in the ballroom of the Statler today with addresses of welcome by Gov Ely and Mayor Curley.

The most important item considered at last night's executive session was the situation of hotels in the hands of receivers. Pres Green announced he would appoint a committee to investigate these hotels. It was pointed out they have an advantage over other hotels because they are able to cut the prices of rooms and make other concessions.

In Chicago, it was said, there are 67 hotels in the hands of receivers. The courts should be urged, they said, to exercise great care in appointing receivers, as hotels in the hands of receivers do not have to pay interest on their bonds.

FANEUIL Hall was the scene this morning of an unusual patriotic demonstration when nearly 1800 delegates to the convention of the National Fraternity Society of the Deaf "sang" or recited "America." The demonstration marked the opening ceremonies of the convention which will extend through Friday in a program filled with numerous activities, including business sessions to further the cause of deaf persons in obtaining insurance, visits to the historic shrines in and around Boston, luncheons, harbor sails and a golf tournament. Nearly 2500 delegates from all parts of the country are expected to be registered by tomorrow night at headquarters in Hotel Statler.

The recitation or "singing" of "America" which featured the opening ceremonies including official welcome to the delegates on behalf of the State and the City of Boston, was led by five members of the women's auxiliary of the society. Reciting the words in their sign language, the delegates displayed fervor equal to that of those having hearing and voice, although the rustle of their clothing as they moved their arms to form certain letters was the only audible punctuation to their patriotic sentiments.

Speaking for Governor Ely, who was unable to attend because of other duties, DeWitt C. DeWolf, secretary to the governor, extended cordial greetings to the visitors on behalf of the Commonwealth and assured them of the governor's interest in and sympathy with their organization.

Greetings of the city were given by Mayor Curley who congratulated the society upon the large attendance of delegates and upon the "awakening of the American people to an appreciation of the fact that there is a distinction between the theory of equality and equality itself."

Referring to those afflicted with lameness, blindness and with the lack of the senses of hearing and speech, the mayor said that "the real important proposition confronting the people of America and of the world is as to how we may make a greater reality of the theory of equality of opportunity."

"We find, for some unaccountable reason, that society as a whole—those in political authority, I mean—has accepted the proposition in toto that all men are equal, overlooking the fact that those especially blessed by Providence with all of their faculties have a duty clearly before them to enact such laws as may be necessary to provide for their fellow-humans whom God, in his wisdom, perhaps has not treated so kindly as he has others."

The mayor concluded by stating that he prayed that the delegates "have every blessing and every happiness" during their convention here, and that the convention will impress upon those in authority "their obligation to those bereft of their senses."

The spoken addresses of Mayor Curley and others were interpreted to the delegates simultaneously by Mrs. Doris Jackson of Haverhill.

Following the invocation by Rev. J. Stanley Light, the addresses of welcome and an address in behalf of New England by Second Deputy Commissioner of Insurance E. S. Cogswell, responses were made by James W. Howson, California; John H. Mueller, Kentucky; John T. Shelton, Toronto; Arthur H. Roberts, Chicago. Grand President F. J. Neesam, of Wisconsin formally opened the business sessions and convention announcements of the various activities were made by William H. Battersby of Lynn, president of the Boston Division of the society and chairman of the convention com-

mittee.

One of the most important subjects to come before the convention will be the question of admission of women as members of the society. At present the women, although among the most ardent workers in behalf of the organization's program, are limited to the auxiliary organization. Election of officers will mark the concluding session on Friday and a spirited contest is expected over the selection of the place for the next national convention in 1935. Both Houston and Galveston, Tex., delegates are making strenuous efforts to capture the honor.

RECORD 7/21/31

Deaf Gather Silently in Faneuil Hall

An enthusiastic reception, marked by oratory and song, was given to 2500



W. H. Battersby

convention delegates in historical Faneuil Hall yesterday. but not a word or note was uttered except by welcoming officials of state and city.

The occasion was the opening ceremonies of the 11th quadrennial convention of the National Fraternity Society of the Deaf, the greatest organization of the deaf, by the deaf and for the deaf in the world.

The attending delegates are from every state in the Union and every province in Canada and represents a total membership of 65,000 deaf natives in the two countries. They required no formal introductions—the badge of their order labelled them all good fellows.

There are no women members of the society, but they have an auxiliary, and one of the great issues to be fought out at the present five-day convention is on the question of admitting women to membership.

OFFICIAL GREETINGS

The official welcome from the State was delivered by Sec. De Witt C. DeWolf, in behalf of Gov. Ely, and Mayor Curley extended the city's greetings. These two addresses of welcome were interpreted by lip movement and hand signs by Mrs. Doris Jackson of Haverhill.

Grand President F. J. Neesam delivered his annual message to the delegates, reciting the growth of the order since its founding in Flint, Mich., in 1901, by five deaf mutes, who met for mutual protection, to its present standing of 65,000 members.

Mrs. Nora Egan, president of the auxiliary, spoke for the women and the greetings of the Boston division were extended by its president, W. H. Battersby, who also is chairman of the convention

Mayor Invites Guests for Harvard-Texas Game

Mayor Curley proposes to make the occasion of the football game between Harvard and the University of Texas on Oct. 24 a gala day, and has extended invitations to Governor Ross D. Sterling, former Governor Dan Moody and 27 mayors of Texas cities, as well as the city manager of Tyler, Texas, to accompany the team to this city and to be his guests at luncheon at the Copley-Plaza on the day of the game.

POST 7/21/31
THE FLIERS' WELCOME

Boston today is "all set" to welcome heartily the two fliers, Post and Gatty, who encircled the upper part of the globe with a speed and precision never before known to the art. Not only did they make a record, but they also landed in every place practically without error. It was the most dazzling exploit the world has as yet known.

This day Boston devotes to the honoring of the men and their fast plane, the Winnie Mae. Never before has the earth been circled by the same airplane that started the trip and made it without accident. So our people will have the chance to cheer both airmen and their fast and reliable craft. This morning at 11 the voyageurs are expected to drop gently down upon the East Boston Airport, and thereafter to experience Boston's hospitality as expressed by enthusiastic crowds; parades; a luncheon; a great meeting on the Common; receptions by Governor and Mayor, and, finally, by a greeting from the audience at the outdoor concert on the Esplanade.

It is not a flamboyant programme that has been arranged; but it reflects Boston's warmest praise for a great feat, and, as such, we doubt not that it will be appreciated.

Claim Roosevelt Sign a Non-Union Job

The erection of the big Roosevelt for President sign on the roof of the headquarters of the Tammany Club of Boston at Dudley and Hampden streets, Roxbury, has brought forth a round of protest from the Building Trades Council of Boston and vicinity, not because of any political significance, but on the grounds that the work, they say, was done by a non-union concern and non-residents of the Commonwealth. Following a meeting of the business agents of the council yesterday, Secretary E. A. Johnson was instructed to write a letter of protest to Daniel J. Gillen, president of the Tammany Club, and to Governor Franklin D. Roosevelt of New York.

ELY WILL GREET POST AND GATTY

Governor Is Invited to Take
Part in Welcome to
Globe Fliers

AIRMEN TO ARRIVE
AT 11 A. M. TODAY

Gov. Ely will participate in the welcome here today to Wiley Post and Harold Gatty, world fliers. While it was announced at the State House yesterday morning that the Governor had not been officially notified of today's reception or invited to it, Mayor Curley and Maj. Paul H. Hines, commander of Crosscup-Pishon legion post, yesterday afternoon extended a formal invitation to the state's chief executive to attend the exercises on the arrival of the two famous airmen.

Comdr. Hines also invited the Governor to attend the luncheon and reception to be given the fliers by the Legion post at the Hotel Bradford. The Governor had not returned to the State House yesterday from his Westfield home, but at his office it was indicated that he would participate in the welcome to the distinguished visitors. He is expected to accompany the fliers from the State House, after receiving them there, to the Parkman bandstand on the Common where the city's reception will be held.

125 POLICE ASSIGNED

More than 125 policemen have been assigned to handle the crowds lining the route of the automobile parade from the airport into the city proper. They will first go to Chelsea, and to Marblehead, after the Boston reception.

The fliers will arrive at the East Boston airport at 11 A. M. today from Schenectady, N. Y. At 11:15 they will be presented flowers by Mayor John J. Whalen of Chelsea.

They will proceed through City square, Charlestown, to Adams square, Boston, where a band will join their escort to City Hall for Mayor Curley's reception. They will then go to the State House. The Crosscup-Pishon post luncheon will be at 1 o'clock.

At 2 there will be a concert at Parkman bandstand on the Common. At 3 Mayor Curley will present statuettes of "Liberty" and "Viking" to the fliers. The mayor said that Gov. Ely would be invited to attend this ceremony.

In the evening Post and Gatty will be guests at a private fliers' dinner at the "Fo'castle," Marblehead. They will return for the Esplanade concert, and retire at 10 o'clock. Tomorrow morning they will hop for Springfield.

Although he was careful to make clear that he was not criticising any

one for delay in notifying the Governor of the reception, Dewitt DeWolf, the Governor's secretary, said yesterday, "All I know about this thing is what I have seen in the newspapers. We had planned to do the thing as elaborately as similar receptions have been carried out in the past, with decorations in front of the State House and other details, but now have definitely decided not to do anything."

Mayor Curley replied: "Now that it is definitely determined that the fliers will arrive Tuesday, an invitation will be extended his excellency to take part in the ceremony on the Common on the occasion of the presentation of suitable trophies to the fliers."

"In the matter of an invitation to the luncheon to be tendered the airmen by Crosscup-Pishon post, American Legion, I have no control over their list of invitations, but I know the members to be gentlemen and I am quite certain they will welcome the opportunity to invite his excellency."

"These are the only functions to be conducted in Boston. The banquet at Marblehead in the evening is a private affair, and so far as I am able to ascertain is limited to fliers. While I anticipate I will receive an invitation to be present, such an invitation has not been received yet."

PROTEST ROOSEVELT SIGN OF THE TAMMANY CLUB

Secretary E. A. Johnson of the Boston Building Trades' Council, was instructed by a vote of the business agents of the affiliated unions at the regular semi-weekly meeting yesterday to protest against the Roosevelt sign which has been erected on the roof of the Tammany Club, Roxbury, on the ground that the work of building and erecting the sign was done by "strike breakers" who are not residents of this State.

The protest to be filed by Mr Johnson will be with Daniel J. Gillen, president of the Tammany Club, and a letter expressing the sentiments of the local labor men will be sent Gov Roosevelt. It was said that until recently the firm which erected the sign employed union help, but an alleged violation of the contract with Electrical Workers' Union, Local 13, forced this union to declare a strike against the firm.

1500 Deaf Mutes Make Merry To Vibrated Rhythm of Dance

A reception and dance in the ballroom of the Hotel Statler, attended by more than 1500 members, last night, closed the first of the five-day quadrennial convention of the National Fraternal Society of the Deaf, gathered here for its 11th session.

Inability to hear constituted no handicap to the merrymakers, who got the rhythm of the music through the vibration of the instruments, and the affair was marked only by the unusual silence with which it was held.

A tour of the historic shrines of Greater Boston was made in the afternoon. The delegates professed enormous interest in the visits and were vastly amused to learn that nearly 20 of their number had become lost en route, but were later rejoined to their companions.

The convention opened yesterday

morning with an unusual patriotic demonstration by the 1800 members who attended the ceremonies in historic Faneuil hall. Standing reverently, they "sang" in unison the Star Spangled Banner in their sign language, led by five members of the women's auxiliary of the society.

Mayor Curley extended the greetings of the city and congratulated the society for the large attendance of delegates. His spoken address was translated by a member of the auxiliary to the convention and received an ovation.

The address of F. J. Neesam, grand president, was followed by announcements of local committee. Today the society continues its business session at the Hotel Statler and in the afternoon will visit the Home for Aged Deaf at Danvers, stopping at points of interest on the way and return. The convention banquet will be held tomorrow night. Thursday the delegates will go to Plymouth for an outing. The convention will officially close Friday but members and guests will attend the baseball game Saturday afternoon and the cycle races at Revere in the evening at option.

GLOBE 7/21/31

HERALD 7/21/31

MAYOR TO ENTERTAIN VISITING TEXANS OCT 24
Gov Ross D. Sterling of Texas, Ex-Gov Dan Moody and 27 Texas Mayors have been invited by Mayor Curley to a luncheon in Boston on Oct 24, the date of the intersectional football game between Harvard and University of Texas. The function will be held at the Copley-Plaza Hotel at noon. Mayor Curley will also invite Prof Harry Wendell Benedict, president of the University of Texas.

Gov Ross Sterling of Texas, Ex-Gov Dan Moody and the Mayors of 27 Texas cities have been invited to luncheon by Mayor Curley on Oct 24 when the University of Texas plays football in the Harvard Stadium. This may give Mr Curley an opportunity to find out how Texas politicians regard Gov Roosevelt as a Presidential candidate, even if he is a Harvard man.

MAYOR TO INAUGURATE SHIP-SHORE TELEVISION
Mayor Curley will inaugurate the first shore-to-ship television broadcast when the steamship Leviathan of the United States Lines is on her special week-end cruise from New York to Halifax. The liner will leave New York Thursday, and the next evening, when the Leviathan is 250 miles north-east of Boston, the television broadcast will be transmitted.
More than 1200 passengers will participate in the cruise, returning to New York next Monday. Mayor Curley returned from abroad on the Leviathan recently and he will have an opportunity to exchange greetings with Commodore Randall of the big liner.

HERALD 7/21/31

LUCKY EAST BOSTON
Prof. Edward Channing used to say, as he rubbed his hips in bewilderment, that he could not understand why his young men remained unmoved by the name "Sagadahoc" and grinned when he referred to "Noddle's Island." Many Bostonians now envy that same East Boston for the favors it receives, but they are disposed to frown instead of smile. They cannot quite understand it all. The population is not large. The assessed valuation is small. Politically it is not particularly important, and nobody can deliver its vote with the neat, workmanlike execution which Mr. Lomasney uses in the West end. When residents of East Boston become prosperous, they are often inclined to set up their household establishments elsewhere. The section continues, however, to find favor at City Hall under Republican and Democratic administrations, and has been especially fortunate in the last few years.

The new tunnel, which will cost fifteen or twenty millions, is designed to assist East Boston among other places. The half-million or million which will be spent on the municipal airport will also aid the island. The million-dollar strandway is primarily and essentially an East Boston enterprise. Here is a tidy total, one which makes other sections of Boston wish that they were equally blessed. If some divine contractor could hitch a cable around the island and tow and annex it to the mainland, the municipality would save a few million dollars periodically.

CURLEY NAMES BONNER FOR FIRE PROMOTION
Mayor Curley yesterday announced the promotion of William N. Bonner, superintendent of construction in the fire department, to the position of assistant superintendent of the fire alarm division. The promotion was made on recommendation of Fire Commissioner Edward F. McLaughlin.

PENNSYLVANIA LOST TO SMITH

State Democrat Leader Says Roosevelt to Have Big Majority

STATEMENT BLOW TO EX-GOVERNOR

[Special Dispatch to The Herald]

NEW YORK, July 20—The early announcement by Joseph F. Guffey, Democratic leader in Pennsylvania, that the delegation from the Keystone state to the Democratic national convention next year, almost to a man would be found in favor of Gov. Roosevelt for the presidential nomination has created an unusual stir among friends of Alfred E. Smith and John J. Raskob, chairman of the Democratic national committee.
From information gathered in the Roosevelt camp it would appear that the statement by Mr. Guffey to the effect that at least 66 of the 72 delegates from Pennsylvania would favor the nomination of Gov. Roosevelt, came spontaneously, in the sense that it had not been solicited by any one active in the promotion of the Roosevelt presidential prospect. Friends of Mr. Smith have looked on the Keystone Democracy as a Smith-Raskob asset. Following so closely on commitments in favor of Gov. Roosevelt by Mayor Curley of Boston and the two Democratic United States senators from Massachusetts, the Guffey announcement has created a painful impression in the Smith-Raskob camp. It became evident today. Massachusetts was a Smith stronghold in 1928.

FARLEY IS SILENT

James A. Farley, chairman of the Democratic state committee, would make no extended comment on the Guffey statement. It was evident, though, from what he said that he regarded it as extremely good news that should be gratifying to the friends of Gov. Roosevelt. Farley went to Hyde Park this afternoon to make a report to the Governor on his experiences and observations during the trip through the far West from which he returned Saturday.

In the Smith camp the declaration by Guffey in favor of Gov. Roosevelt is regarded as, to say the least, premature. Friends of Smith take exception also to the failure of the Pennsylvania leader to inform him of the move he was contemplating. In this connection they pointed out that Smith despite any

veop among Democrats in country, still remained the titular leader of his party in the nation and was likely to surrender that position of responsibility until after another Democratic national convention has met and picked a candidate for President. It is regarded as not improbable that this week will witness secluded talks by Smith and Raskob who both will be in town, in the course of which stock will be taken of the present situation and future strategy discussed.

In recent developments and cleams put forth by friends of Gov. Roosevelt of an overwhelming trend among Democrats in almost every state toward the Governor, friends of Mr. Smith see a studied effort to crowd both him and the Democratic national chairman out of the party picture and as a result there is some resentment. On friend of Mr. Smith said today that viewed as strategy, it was a move of doubtful wisdom that might come back to plague the group promoting it.

CONFERENCE LOOMS

It was announced that Mr. Smith would attend a dinner to be given next Saturday at the Canoe Point Inn on Long Island at which Gov. Roosevelt also would be a guest. The Governor expects to spend the last three days of the present week in a tour of various state institutions and parks on Long Island. A belief was expressed that under the circumstances Gov. Roosevelt and his predecessor in office may be afforded an opportunity for a frank talk on the situation.

While there has been no open indication of anything except amicable relations between Smith and Gov. Roosevelt up to the present, the terms "Roosevelt camp" and "Smith-Raskob camp" have been of frequent recurrence in off the record Democratic discussion of the 1932 outlook, ever since the meeting of the Democratic national committee in Washington at which Raskob introduced prohibition as a topic of discussion, after action inspired by Gov. Roosevelt had been taken by the Democratic state committee to censure as premature and repudiate any action by the national committee on that question.

There is no evidence that either side has done anything to wipe the slate clear of the marked differences over party policy that then culminated in action by Gov. Roosevelt in repudiation of the titular party leads. It is known, also that the differences extend to questions such as the prospective Democratic stand on the tariff and other economic questions that may be in the foreground during next year's national campaign.

AMERICAN 7/21/31

MAYOR CURLEY GEORGE CURLEY HAROLD GATTY GOV. ELY WILEY POST



MEETING THE GOVERNOR

Mayor Curley escorted the world girdling fliers to the State House for their reception by Governor Ely. The mayor, his son, George, and the fliers are shown on the steps with Governor Ely. The governor, impressed by the manner of the fliers, declared his readiness to fly with them.